

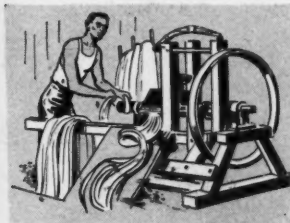
# ATLANTIC FISHERMAN

NOVEMBER  
1952

SERVING ATLANTIC COAST • GULF OF MEXICO • GREAT LAKES



Abaca—first cousin to the banana plant—has been introduced into South America, the West Indies, Sumatra and Borneo, but it is cultivated most successfully in the Philippines.



Finer Grades of Manila hemp contain strands 6 to 12 feet long. Two natives cutting and stripping Abaca plants can produce from 25 lbs. to 250 lbs. of fibre a day, depending on their equipment.

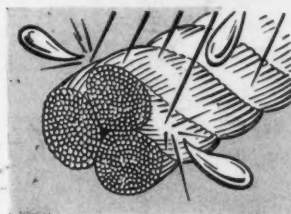
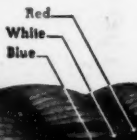
## First Step to a Finer Rope . . . . .

The world's finest Manila hemp (Abaca) comes from the Philippines. Here, tropic sun, moist soil and heavy rains encourage Abaca plants to grow as high as 25 feet. Natives chop down the stalks—strip the fibre from the broad leaf-stalks—scrape off the pulp—and hang the woody fibre in the broiling sun to dry.

Columbian's staff of resident buyers in our grading plants at Davao, Cebu, Tacloban and Tigaon select the choicest crops. It is this higher-quality Manila fibre that is processed into Columbian Rope.

### COLUMBIAN ROPE COMPANY

310-80 GENESEE STREET  
AUBURN "The Cordage City", N. Y.



Raw Manila Fibre is highly absorbent and can soak up to 40% of its weight in water. Columbian Pure Manila Rope, of course, is thoroughly water-proofed — by an exclusive process which seals it against decay.



Boston Office and Warehouse

38 Commercial Wharf

# ANOTHER PERFORMANCE RECORD FOR ATLAS MARINE DIESELS ESTABLISHED BY DRAGGER "BENJAMIN C"

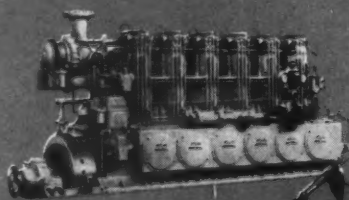
**FIVE YEARS SERVICE WITHOUT MAJOR OVERHAUL  
144,000 MILES WITHOUT ENGINE DOWN-TIME  
22,819,054 POUNDS LANDED IN 120 TRIPS**

The record established by the "Benjamin C" makes it one of the most profitable fishing vessels operating out of Gloucester with a return of almost \$15 for every \$1 of expense.

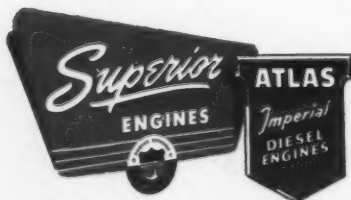
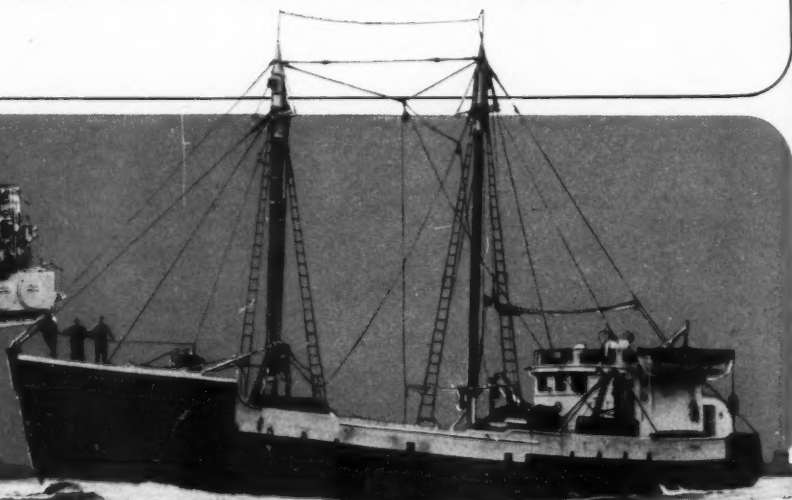
Jointly owned by Producers Fish Company and her skipper, Joseph Ciaramitaro, the "Benjamin C" was named after Benny Curcuru. She is 100 feet long and is powered by a 6-cylinder, 400 h.p. Atlas Diesel operating at 300 r.p.m. Completely itemized operating costs and income reveal the economy in fuel and lubricating oil of Atlas 4-cycle Marine Diesels.

The serviceability of the "Benjamin C's" engine is best expressed by Captain Ciaramitaro—"We have not lost an hour due to the engine since being commissioned in 1946. In fact, it is now (1951) getting its first major overhaul."

If you'd like to see the statistical record of performance of the Atlas Diesel powered "Benjamin C" write National's Engine Division at Springfield or call the nearest sales and service office. Be sure to ask for bulletins on Superior and Atlas Marine Diesels.



Atlas Diesel Engine  
of the type used in  
"Benjamin C"

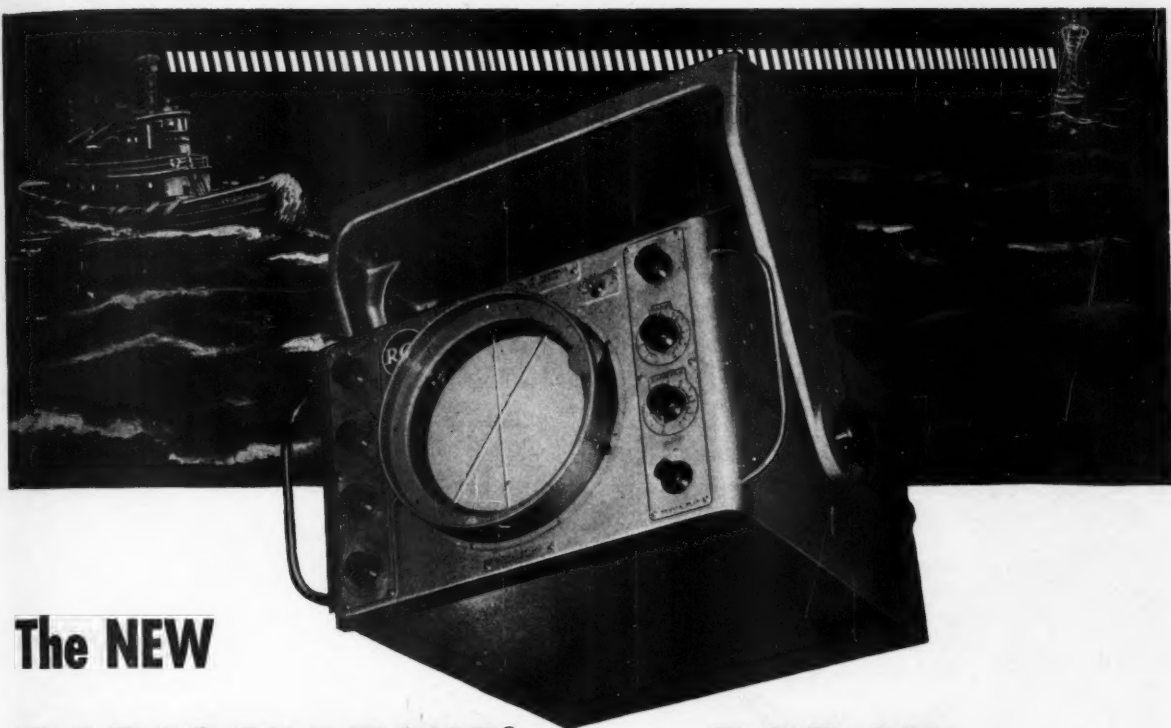


DIESEL • DUAL FUEL • GAS

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# RADIOMARINE® 3.2 cm RADAR...

for work boats, fishing craft and small vessels

Now, mariners aboard small craft also can enjoy the advantages of radar. This new, low-cost Radiomarine Model CR-103 offers all the advantages of modern radar. Use it for pilotage... for position finding... as an anti-collision aid... for detecting storms.

Despite its small size, it has a 30-kilowatt transmitter. Operating on a wave length of 3.2-centimeters, it

provides dependable and superior service.

Engineered and constructed to fit the small space limitations of tugs, harbor craft, trawlers, fishing craft, ferries and yachts, the CR-103 has these outstanding features:

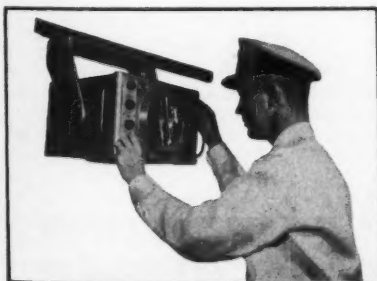
Clear images on a 7-inch scope. Operating ranges of 1, 3, 8 and 20 miles, with a close-in range of 75 yards from the antenna.

50-inch diameter low wind resistance antenna, weighs only 150 lbs.

Operates from 24, 32, 115, 230 volts D. C. or 115/230 volts, 60 cycles.

Backed by Radiomarine's world-wide Service.

*Radiomarine CR-103 Radar will enable small vessels to operate on schedule, regardless of weather, in harbor, at sea or inland waters. Investigate its possibilities for safety and economy for your craft. Write for complete information.*



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# Diesel Engines

(2-CYCLE)



*Are your diesels  
this easy  
to service?*

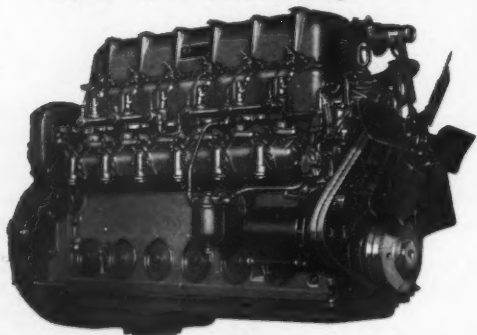
Talk about simplicity! It's hard to imagine an engine simpler than the P&H Diesel! If any service is needed, you work *only* with the part affected.

An injection pump, for example. Replace it separately — in a few minutes. You needn't replace the entire system. Or a scored cylinder: No need to take down the whole engine. A complete new cylinder head and liner assembly can be installed in 40 minutes. And if need be, you can take it from any other P&H Diesel. Think of the convenience. And the time saving!

And by the way: P&H's precision aluminum alloy bearings, with more generous bearing surfaces, have practically eliminated connecting rod bearing troubles.

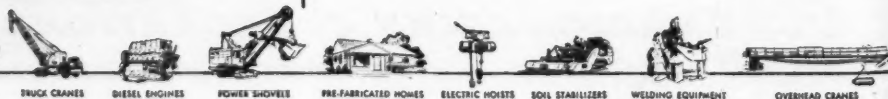
Your nearest P&H Diesel representative can give you all the reasons why wise users are standardizing on this advanced line of Diesel engines. Or write us.

P&H Diesel Engines are built in 1, 2, 3, 4 and 6-cylinder models — from 20 to 136 h.p.



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**HARNISCHFEGER**  
**CORPORATION**  
CRYSTAL LAKE, ILLINOIS

*the* **P&H** *Line*



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DIESEL ENGINES

POWER SHOVELS

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ELECTRIC HOISTS

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OVERHEAD CRANES



# Editorial

## Price Supports for Fishery Products

In view of the current efforts of the fishing industry to alleviate the effects of increasing fish imports, a discussion of Government price supports is of interest. The following is quoted from a statement by Howard W. Seibert, who is engaged in the seafood business in Chicago.

"I do not concur with the opinion lately expressed to me by an industry leader, that the majority of the fishing industry is anxious to keep just as far away from governmental controls as possible. I dare to believe in the great possibilities which could accrue to the industry if the principle of parity and price support were adopted.

"What started out in the late '20s as an emergency program to cushion the collapse of farm prices during the depression, has been gradually transformed into a permanent program. In the beginning, the Farm Board attempted via price stabilization to deal with farm surpluses; the Agricultural Act of 1949 modernized the parity formula and provided for a sliding scale of price supports ranging from 75% to 90% of parity; Congressional action in the Summer of 1952 extended the general war-time supports of 90% of parity for basic farm commodities through the 1954-55 crop season.

"The economic conditions which harassed the farmer in the late '20s were equally applicable and burdensome to our fishermen, but in the legislation enacted, only the farmer was accorded relief. Certainly no one will deny that it is important for this nation of ours to be productively strong—to have a fishing industry prepared to do its part in any emergency. The policy of our State Department, however, has been, and continues to be, such as to discourage venture capital with the result that we are presently deficient in fishing vessel tonnage. Were we tomorrow faced with a situation that made it impossible for us to receive imports, we would be in no position to meet the food load thrust upon us. How are we to keep a healthy, prosperous and expanding fishing industry at home unless we stabilize raw fish prices and embrace the principle of flexible price support?

"This whole question, and its application to the fishing industry, should be considered only in the light of a long range fishing program and policy. Such a program should envision a domestic fishing fleet equal to any National emergency; it should provide freedom to shift patterns of production; it should insure to fishermen a fair price for their labor in terms of what they sell; it should anticipate large population increases; and it should guarantee enough research to do all of these. The fishing industry of today, like yesterday and tomorrow, has problems. Not the least of these is the hard economic fact that it sometimes produces more than it can sell at fair prices on the domestic and foreign markets; more recently it has been plagued by imports at prices inconsistent with our cost of production. Price policy then, could and should be, the very heart of a long range fishing program.

"The operation of price supports involves the use of "parity" which is a legal standard intended to give the farmer or fisherman a fair price for what he sells in relation to prices he must pay for things he buys. It is a formula designed to maintain their income and their purchasing power at a time when there is a temporary glut in the market or when real depression threatens.

"The flexible sliding scale provision introduced in the Agricultural Act of 1949 bears further scrutiny because of its potential application to the fishing industry. Under this flexible price system price supports may be lowered in periods when there is a heavy supply of a particular variety to discourage overproduction; and it may raise support prices during periods when there is a shortage of a particular variety as an incentive to increase the output. This is the provision which could be most helpful to fishermen and to all who, in the normal course of their operation, must carry an inventory."

# ATLANTIC FISHERMAN

REGISTERED U. S. PATENT OFFICE

Serving the Commercial Fishing Industry on Atlantic Coast, Gulf of Mexico, Great Lakes

VOL. XXXIII

NOVEMBER 1952

NO. 10

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GM Diesel  
Case History No. 625-06

**BOAT AND OWNER:** "Sinbad," 2-year-old,  
32-foot trawler built and owned by Mr.  
L. V. Laurents, Lake Arthur, Louisiana.

**INSTALLATION:** GM 2-71 turns 28"x22" wheel  
through 3:1 reduction gear. Boat and  
owner work for Office of Naval Research  
through Louisiana State University.

**PERFORMANCE:** GM Diesel gives "Sinbad"  
cruising speed of 9 knots, top speed  
of 11. Fuel consumption when trolling:  
1 gallon an hour.



THIS DIESEL TROLLS  
ON A GALLON OF FUEL PER HOUR





**in WIRE ROPE, too**  
**it takes the RIGHT KIND of muscle**

The long flat muscles of the black panther give him the spring and suppleness he needs to survive in his particular environment. They're ideal for the job they're called upon to perform.

So, too, with wire rope! Specific jobs call for the right kind of muscle; the right construction and lay of the rope; the right grade of steel and size

of wire... to best withstand the destructive forces encountered.

Wickwire Rope gives you the benefit of long experience and specialized know-how which assures you of exactly the right kind of rope your particular job demands.

For full information see your Wickwire Rope distributor or contact our nearest sales office.



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ON THE REEL IDENTIFIES  
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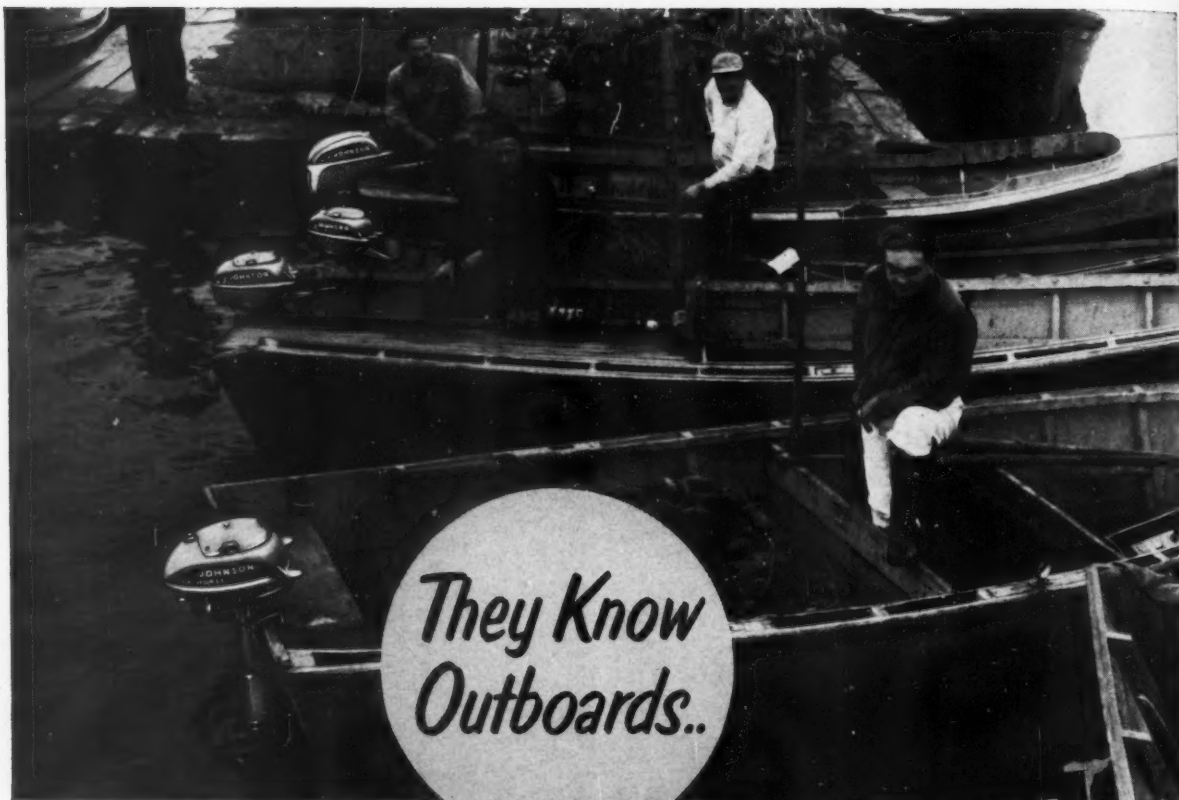
**WICKWIRE ROPE**



PRODUCT OF WICKWIRE SPENCER STEEL DIVISION  
THE COLORADO FUEL AND IRON CORPORATION

0030





Salmon gillnetting crew at Mill Ranch Station on the Naselle River, Washington. Note the Johnson outboard motors.

# THEY CHOOSE JOHNSON!



Clammer Edward Scheiferstein, Centerport, Long Island, N. Y. says about his Sea-Horse 5: "...I don't see how they could make it better."



**FREE** Write for fully illustrated literature on the four versatile Johnsons for 1952 — ranging from 3 hp to 25 hp. A size for every outboard need!

**JOHNSON MOTORS**  
6100 Pershing Rd., Waukegan, Ill.  
In Canada: Mfd. by Johnson Motors, Peterborough

All hp is OBC certified  
brake hp at 4000 rpm.

Johnson Sea-Horse 5. World's largest selling outboard. 5 hp.

"Johnsons are the most dependable of 'em all," says A. G. Lewis, owner of the Mill Ranch Salmon Station. He ought to know. According to Mr. Lewis, they've tried them all!

Dependability is one of the outstanding characteristics of Johnson Sea-Horses. These rugged, compact power plants are marvels of precision manufacture. They deliver a flow of power smooth as silk *and they keep on delivering* — year after year!

Investigate. See your Johnson Dealer. (Look for his name in your classified phone book). Ask him to demonstrate Johnson Gear Shift (neutral, forward, reverse); separate, 6-gal. Mile-Master Fuel Tank, which lets you run for hours without refueling; Synchro-Twist Grip Speed Control; and other modern features of the Sea-Horse. Investigate Johnson's perfected Alternate Firing; waterproof magneto; easy starting; 4-way protection against corrosion. Learn about the sensational Sea-Horse 25 — ideal for big waters and heavy loads — with power to give you over 30 mph — and that weighs less than 100 lbs.! You'll be amazed. Talk to your dealer!

# Johnson

## SEA-HORSES

FOR DEPENDABILITY



# Sounding-Lead

**Rehearing on adverse tariff** decision in so-called "groundfish fillets case" has been requested by New England fishing industry. U. S. Tariff Commission's ruling several weeks ago denied any measure of relief from mounting foreign imports.

Furthermore, industry hopes to convince majority of tariff panel that it was wrong in saying that influx of fresh and frozen fillets constitutes no serious threat to New England fishermen. In the main, industry petition contends Commission failed to dissociate fishermen's part of industry from that of filleting branch. While Commission made much of "expansion" of domestic filleting industry, it said nothing about "parallel decline in fresh fish market", the petition contends.

Petition is signed by officials of Atlantic Fishermen's Union, Massachusetts Fisheries Association, New Bedford Seafood Producers Association and Gloucester Fisheries Association. It was submitted for these organizations by Chairman O. R. Strackbein of the National Labor-Management Council on Foreign Trade Policy. Chances that Tariff Commission will reverse itself on petition are considered slim, on basis of past actions.

**Experiments on locating fish** by listening for them on underwater sound detecting devices were carried out by Fish & Wildlife Service this past Summer in Gulf of Maine and adjacent waters. Work was done aboard 88' auxiliary schooner *Bowdoin*, vessel well known for her many Arctic exploratory voyages. *Bowdoin* was chartered from her owner, Capt. Donald B. MacMillan of Provincetown, Mass., and outfitted with special electronic equipment for listening to, amplifying and recording underwater sounds in frequency range from 10 cycles per second to 100,000 cycles per second. Some echo ranging and echo sounding equipment also was carried.

During August and September, numerous cruises were made from Gloucester, Boston, and other New England ports to locate schools of commercially valuable fish, such as tuna and mackerel. When such schools were found, hydrophones were put over side and sounds picked up in water were amplified and recorded on magnetic tape recorders installed within vessel.

Recordings made will be analyzed in laboratory to determine if they contain sounds made by fish. If analysis shows that there are characteristic noises associated with schools of tuna or mackerel, additional work will be undertaken to develop special devices that will be particularly sensitive to these sounds. Ultimate aim is development of such a device for commercially locating fish. Experiments will continue at Service's field station at University of Miami Marine Laboratory in Coral Gables, Fla.

Project was directed by Virgil E. Harris, electronics scientist with Service's Branch of Commercial Fisheries.

**New frozen seafood** "specialties" will make their debut soon, when frozen deviled crab balls and shrimp-burgers appear on market, having successfully passed marketing tests. Other frozen "specialties" soon to be ready for retail distribution are frozen crab cakes, crab-burgers, frozen imported whale steaks, and pre-cooked breaded fish sticks.

Sales of "specialty" frozen foods for 1952 are running approximately double those of previous year, and industry leaders assert that potential for these foods is vast, with saturation point for development of new items nowhere in sight. Specialties have proved to be profitable items and most distributors today carry a full line, but there is one barrier hindering future expansion—lack of sufficient cabinet space in retailer outlets to accommodate both staples and specialties. However, specialty packers feel that with maintenance of excellent quality, increased advertising and promotion, and products priced within

consumer budget, time is not too far off when there will be separate cabinet in retail outlets for storage of specialty products.

**Underwater television** is now being tested in Canada to determine its usefulness in fisheries investigations. The studies, which are the first to be carried out in North America, are being done by limnologists of Canadian Wildlife Service. Electronic device is being used in Banff National Park to investigate some of biological features of Lake Minnewanka.

The new apparatus consists of underwater television camera mounted in large steel cylinder leading (by means of an electrical cable) to viewing apparatus or "scope" situated in boat on surface. A 30' converted R.C.A.F. patrol boat, displacing about 7½ gross tons, is used for work. Large steel cylinder containing underwater television can move forward, backward, swing left or right, and tilt up or down. It is supplied with bank of four spotlights for illuminating area in front of camera and is practically weightless when in water.

Camera is fitted with various lenses so that wide field can be observed or "close-up" view of smaller part of lake bottom can be more closely studied. Movements, viewing, and lighting of camera are all controlled by operator, who sits in boat on lake surface and is able to see bottom of lake as if he were actually standing on it.

So far tests have been conducted with this unique device down to depths of 100' of water. Two limnologists who are making biological observations with this unit have examined extent of natural shelters and have observed and recorded presence of various forms of natural food for game fish. Actual specimens of fish population have been seen as they appear in their natural habitat and as they swim in search of food or a place to spawn.

**Increased Belgian fish catch** is one aim of several projects to be undertaken in that country. In agreement with U. S. Government, Dutch administration has decided to release upwards of 9 million guilders from Counterpart Fund of Marshall Aid for carrying out projects.

Stepping up of output in fisheries sector is to receive priority among series of smaller projects. New research vessel is to be built and permanent study group set up for investigation of problems connected with canning of fish, elimination of deficiency of fresh water and prevention of ditch water from becoming brackish.

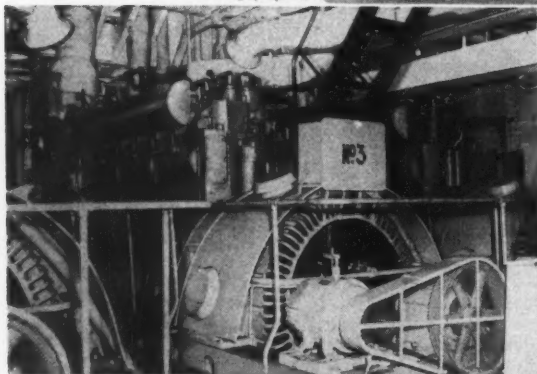
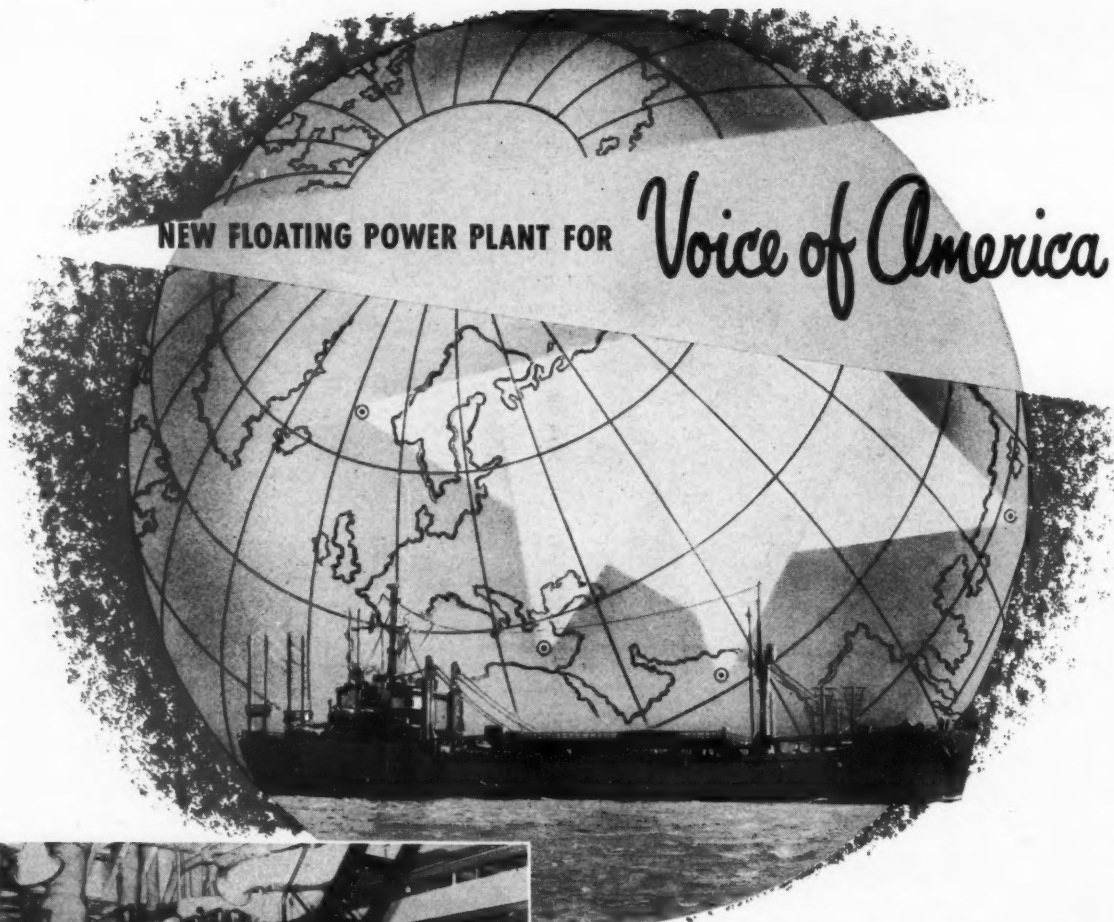
**Trade school for canning** industry has been opened near Stavanger, Norway. It is claimed to be only school of its kind in world and was built at estimated cost of \$420,000.

Courses at school last 18 months and are designed to train workers for positions as foremen, supervisors, and production planners. A number of offices and institutions relating to canning industry will move into the school. Since fish canning is important part of Norwegian canning industry, there no doubt will be training in fish canning operations.

Venezuelan Ministry of Agriculture has established school housed on launch that will visit coastal and river points to acquaint fishermen with modern methods of salting fish. Head of this new service was trained in marine biology in United States.

Chief of Bureau of Agricultural Economics, which administers fisheries, states that heretofore 80 percent of fish catch in Venezuela has arrived at market in poor condition. New system stresses clean water, refined salt, and a press.

**James M. Lemon**, 61, fishery technologist for U. S. Fish and Wildlife Service, passed away October 15, after long illness. Mr. Lemon, at time of his death, was refrigeration specialist with Service's technological unit at College Park, Md. He had been with F&WS since 1928, serving from 1944 to 1950 as chief of Technological Section. Lemon also was co-author of book "Marine Products of Commerce", which is standard reference manual for commercial fisheries industry.



U. S. Coast Guard Official Photos

Three Model DSG-316 Enterprise Turbocharged Diesels, rated 725 HP at 514 rpm, furnish all the power for the COURIER'S 150,000 watt medium wave transmitter and the two 35,000 watt short wave transmitters. Engines are 6 cylinder, 4-cycle, 12" bore x 15" stroke.

*The Choice of Power Experts*

# ENTERPRISE ENGINE & MACHINERY CO.

A Subsidiary of General Metals Corporation

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## Largest TRANSMITTER AFLOAT — POWERED BY ENTERPRISE DIESELS

Speeding swiftly from one corner of the globe to another, the newly converted USCGC COURIER relays Voice of America broadcasts to freedom-hungry peoples everywhere —over the most powerful radio transmitter afloat!

Selected to supply the power for this exacting task were three ENTERPRISE Diesels, designed to handle either standard diesel or any available crude or residual fuel oil. This fuel flexibility assures continuous transmitter operation regardless of fuel available in remote ports.

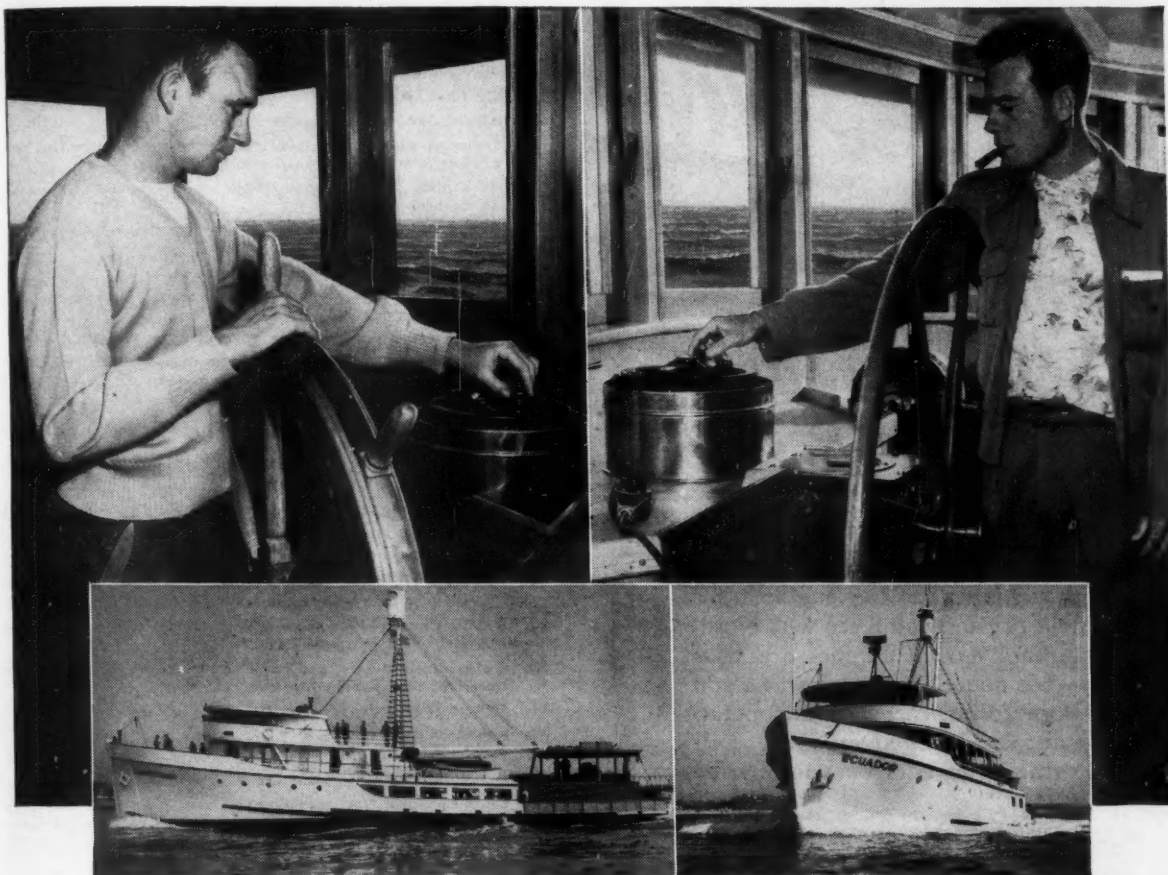
In addition to increasing engine efficiency, ENTERPRISE utilizes *Vapor Phase Cooling* to produce ample steam for condensation to 3,000 or more gallons of fresh water a day. Compared to other methods, savings in the COURIER'S water condensation cost alone will amount to nearly \$15,000 a year!

# Beeline to Tuna ... WITH SPERRY MAGNETIC COMPASS PILOT

The skippers of the **AGGRESSOR** and the **ECUADOR** are the latest to acclaim the Sperry Magnetic Compass Pilot's remarkable ability to save hours and miles for tuna clippers on every trip.

**Captain Ben Maughan** of the **AGGRESSOR**—back from her three-months' maiden voyage—reports the Magnetic Compass Pilot "a wonderful instrument for both calm and heavy weather. To and from the fishing grounds it saved us many miles by its *perfect steering*." The convenience of the remote controller for maneuvering also won his acclaim.

"Faultless" is how **Eugene Cabral**—the **ECUADOR**'s captain—refers to the Magnetic Compass Pilot's operation on the long trip from San Diego to Balboa Canal Zone and the Galapagos Islands. "We found"—he said—"that we could absolutely depend on it to keep a steady course as set. My crew and I were pleasantly surprised with its unfailing accuracy." Captain Cabral estimates that automatic straight steering saved him many extra hours of engine operation—8 to 10 hours on the return trip from the Galapagos Islands alone.



The 125-foot **AGGRESSOR**, owned by Joe Rogers & Associates, was built by Martinolich Shipbuilding Company

The **ECUADOR**, 138-foot clipper owned by M. O. Medina, was built by National Steel & Shipbuilding Corp.

## TIME, FUEL, MANPOWER, MONEY SAVED FOR EVERY TYPE OF FISHING CRAFT

These reports further verify the dependability and economy of Sperry automatic steering for all types of fishing vessels. Following the set course *automatically*, it saves time *en route* and on the fishing grounds—functions perfectly in all seas—frees more men for fishing. The remote controller permits steering outside the wheelhouse—gives the skipper more time to supervise fishing operations. Every Magnetic Compass Pilot is backed by Sperry's dependable service.

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DIVISION OF THE SPERRY CORPORATION

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ATLANTIC FISHERMAN - NOVEMBER, 1952

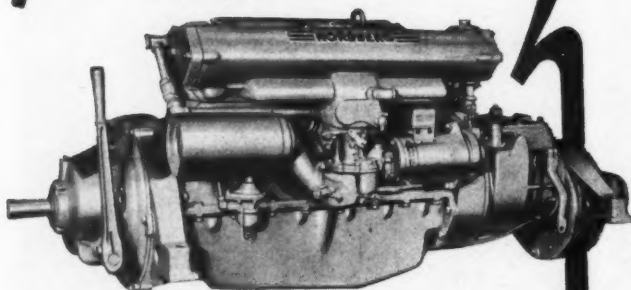


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# your Best Buy



COMPARE these 41 Nordberg features with any other gasoline engine in the marine field . . . and you'll see why Nordberg Gasoline Marine Engines are your *best buy*—bar none. These 41 features add up to peak performance, maximum operating economy, and low maintenance . . . all the plus values you want from your marine engine.

Think it over — and before you decide on *any* marine engine, make sure you get the most engine for your money . . . see Nordberg *before you decide*. Now available in five models—95 to 145 horsepower—with direct drive or in four reduction gear ratios.

For full details, write for BULLETIN 193.

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*Milwaukee, Wisconsin*

1. Seven main bearing crankshaft—less load per bearing—for long life and low maintenance.
2. Spark plugs 100% water-proofed with double water-tight seal—no condensation—plugs will fire even if tops are completely submerged.
3. Trouble-free water pump—gearless\*, single shaft—easily maintained.
4. Gear driven generator, charges even when idling.
5. All metal marine fuel pump—no glass bowl to crack.
6. "Double-Pass" manifold assures even water temperature throughout the engine—one piece uni-metal casting includes water-jacketed heat riser.
7. Jet cooled exhaust valve seats for controlled heat dissipation and prolonged valve life.
8. Rotated valves (KNIGHT and BULLET)—increases valve life.
9. B.M.I.N. approved air intake silencer.\*
10. Oil cooler—automatically controls oil temperature.
11. No belts to adjust—all accessories gear driven.
12. Fully-enclosed flywheel.\*
13. Oil filter—replaceable cartridge type.\*
14. STA-NU-TRAL clutch—positive neutral.\*
15. Reduction gears—force feed lubrication—available in four most popular ratios—all designed and built by Nordberg.
16. All engines built for ready installation of optional equipment—no machining required.
17. Hydraulically-operated Paragon reverse and reduction gears optional in comparable ratios at no extra cost.\*
18. Stainless steel ignition wire—no corrosion.
19. Six volt electrical equipment is standard; 12 volt available optionally.
20. Built-in auxiliary pulley drive optional on all models.
21. New clutch pulley for auxiliary driven equipment, optional. 180° twist of handle instantly disengages auxiliary driven equipment, eliminates need of taking V-belt off of sheave by hand.
22. Low cost Twin-Disc front end clutch power takeoff optional—crank jaws included.
23. Single or double flywheel pulley optional.
24. No extra charge for opposite rotation engines.\*
25. Extra heavy flywheel assures continuous, smooth operation at low speed.
26. Reduction gears can be offset up or down.
27. Attractive, indirectly lighted instrument panel.\*
28. Clean engine lines—no "plumber's dream".
29. Cylinders and cylinder head—electric furnace chrome-nickel grey iron with full length water jackets.
30. Crankshaft—statically and dynamically balanced. Drilled for force feed lubrication.
31. Main and connecting rod bearings—full precision, shell type.
32. Pistons—aluminum alloy.
33. Valves—inlet—chrome nickel steel. Exhaust—Austinitic steel.
34. Camshaft—mounted on four bearings with force-feed lubrication.
35. Oil pump—gear type, providing pressure lubrication to all crankshaft, camshaft, accessory and water pump drive shafts, auxiliary drive shaft, and reverse and reduction gears. Suction is fitted with large Floto-type screen.
36. Carburetor—Zenith marine up-draft type, with both idling and high speed adjustments.
37. Oil pan—cast iron, with two large openings to facilitate cleaning and inspection.
38. Engine supports—four-point suspension on all engines; easier alignment and greater accessibility. High rear supports available on direct drive, 1.88 and 2.44 reduction gears at no extra cost.\*
39. Thermostat—140° for salt water operation, 170° for fresh water operation optional.
40. 46-page operators manual included with every engine.
41. Service available in all marine localities.

\*Except on BLUEFIN model

G1331-R



# NORDBERG

DIESEL and GASOLINE ENGINES





# Redfish Production Has Climbed Steadily

George F. Kelly\* Reveals That Catch Reached Peak in 1951;  
Three-Quarters of Stocks Now on Grounds are Mature Fish

THE commercial redfish industry, which first started in 1935, developed hand in hand with the new freezing and processing technology of the past 20 years. It has been a constantly expanding fishery, the highest catch having been taken in 1951. There has been a shifting of fishing effort eastward through the years so that the bulk of the catch, originally made in the Gulf of Maine, now comes from the Nova Scotian Banks. Fishing has been started on the Grand Banks during the past two years and is rapidly increasing in that area. A movement of the industry to the northward also has started and Canada is in a very favorable position for the expansion of her redfish industry.

The redfish, *Sebastes marinus*, is the fish that has been most recently exploited commercially in the North Atlantic region. Although it is one of the most abundant fishes throughout most of the northern Atlantic Ocean, it has not been fished heavily except in the Gulf of Maine and along the coast of Nova Scotia. The commercial redfish industry is an otter trawl fishery and almost 70% of the catch is made by medium otter trawls (50-150 gross tons).

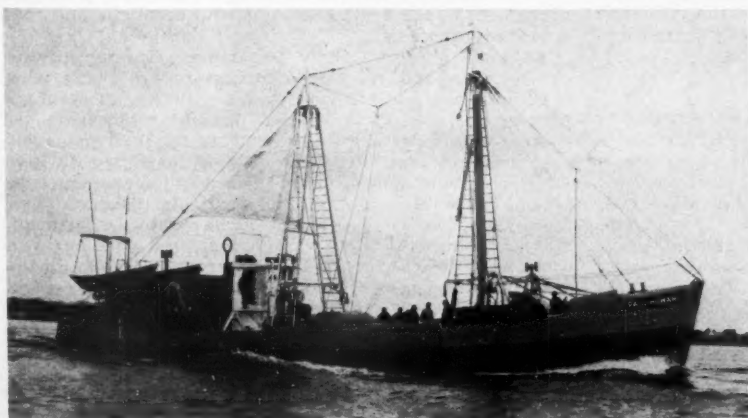
A new fishery of this sort must start by harvesting the untouched stocks of fish and will inevitably reach a point of reduced returns. It may then either continue at a reduced level of equilibrium or may fall dangerously to serious depletion, depending on the destructiveness of heavy fishing effort and the ability of the fish to withstand exploitation. Our index of abundance shows that the catch-per-unit-of-effort has stabilized in the Gulf of Maine at about 10 thousand pounds per twelve-hour-day, whereas the Nova Scotian grounds are approaching stability at a level between 15 and 20 thousand pounds per day.

The purpose of biological research of the redfish is to measure the extent of fish stocks and evaluate the breeding potential of the fish so as to have a sound basis for recommendations to maintain the fishery at a profitable level.

## Distribution of Redfish

Although the extent of redfish stocks in the North Atlantic is not completely known, the fish does occur in

\* Fish & Wildlife Service biologist stationed at Woods Hole, Mass. This address was presented at the recent annual meeting of the Atlantic States Marine Fisheries Commission in Boston, Mass.



97' redfish dragger "Paul Howard", owned by United Fisheries Vessels Co., Gloucester, Mass., and skippered by Capt. John Norte. During the vessel's recent overhaul, her 400 hp. Atlas main engine was moved aft 5 feet to increase fish hold capacity to 175,000 lbs. A 120 hp. Murphy Diesel operates her New England winch, and she has Bowers MLL-21 batteries.



Large catch of redfish comes to surface in small experimental trawl used by Woods Hole (Mass.) Oceanographic Institution during recent exploratory fishing in deep water off New England coast. The redfish found were considerably larger than those ordinarily caught.

almost all deep waters from Cape Cod northward along Newfoundland, Labrador and Greenland eastward to Iceland and northward along the coast of Norway to the Barents Sea. All of the present commercial catch is taken on the bottom; however, the fish has been caught by Europeans at depths of 100-150 fathoms out in the open ocean over depths of 1000 fathoms or greater. This indicates that the fish is not a true bottom fish but may occur off the bottom in depths where food and proper temperature conditions prevail.

In the Gulf of Maine and Nova Scotian waters there is no evidence of migration of redfish. The average size of fish from different fishing areas remains fairly constant and a consistent difference from one year to the next is maintained between the average sizes from these areas.

Tagging of the fish has not yet been possible because of the difficulty of bringing the fish up from the depths in lively condition.

In the Gulf of Maine a copepod ectoparasite attacks the redfish, appearing as an external pendulous body. An analysis of the incidence of the parasite on the redfish discloses that areas of heavy concentration of the parasite exist and that distinctly different incidence values are maintained in closely allied fishing grounds. This indicates that there is comparatively little mixing of fish from one fishing ground to the next. The copepod does not occur along the Nova Scotian banks but does again appear to the eastward on the Grand Banks and more abundantly to the north along the coast of Labrador. This evidence also indicates that there is no general movement of the fish from one bank to the next, which move-

(Continued on page 32)

# Role of International Law in Increasing World Fish Production\*

IT is well established biologically that certain ocean fisheries have what is known as an optimum production capacity—the largest amount which can be taken year after year consecutively in perpetuity, subject to casual variations. To take less than this amount is economic waste. To take more initiates depletion. Hence, if the United Nations' objective of permanent increased fishery production is to be achieved, international law and practice should be directed toward this end.

The present basic conflict is between extreme nationalism and extreme internationalism; the idea that any nation may unilaterally and without historical background assert exclusive right to fisheries off its coast to whatever extent it chooses, or the idea that no nation has any special interest in its own coastal fisheries beyond three miles from shore even though it has, over a long historical period, exclusively developed, protected and fully utilized such fisheries and they are subject to commercial destruction by alien unrestricted fishing. As is usual, both extremes appear to be unwise. There is now a trend toward giving consideration to each situation as it arises upon the basis of scientific facts and historical background in the light of principles of international fair dealing.

The two most important recent events concerning fisheries both bear upon these concepts—the judgment by the International Court of Justice during December, 1951, in the case of *United Kingdom v. Norway* and the proposed "International Convention for the High Seas Fisheries of the North Pacific Ocean" negotiated last Winter between Japan, Canada and the United States.

The case between Great Britain and Norway originally involved the width of territorial waters, the one contending for three miles, the other, four. Before final argument, Great Britain yielded this point. This left questions concerning proper base lines, the concept of bays under international law and the use of straight lines rather than following the sinuosities of the shore.

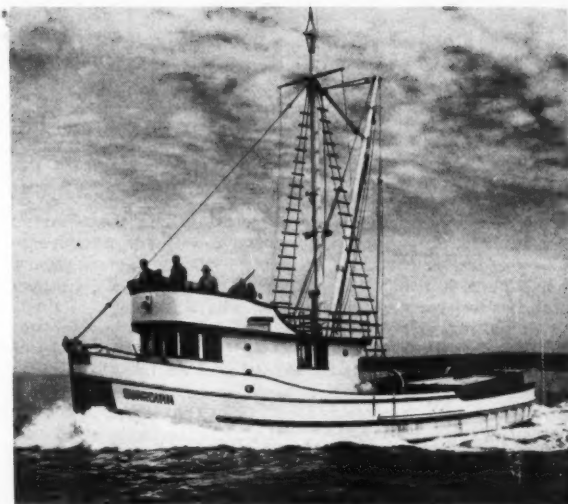
These technical points were decided in favor of Norway as the nation whose shore waters were involved. From a broad international standpoint, it is not so important that Norway was confirmed in its claim of title to a substantial extent of water claimed by Great Britain to be high seas, as because of the elements which the court considered, such as the nature of the land, the economic dependence of the coastal inhabitants upon fish, the historical background, and the inherent equities.

## Uniform Rules Not Possible

It is unnecessary to go as far as does Judge Alvarez in his individual opinion which he forecasts with the statement that "the Court must develop the law of nations—it must remedy its shortcomings, adapt existing principles to these new conditions and, even if no principles exist, create principles in conformity with such conditions." It is believed that the rational application of existing principles to new conditions will meet most situations without having the Court itself resort to legislative action. However, there does appear to be merit in what Judge Alvarez says about arbitrary uniformity:

"Having regard to the great variety of the geographical and economic conditions of States, it is not possible to lay down uniform rules, applicable to all, governing to the extent to the territorial sea and the way in which it is to be reckoned."

\* Excerpted from a recent report of the Committee on Fisheries and Territorial Waters to the Section of International and Comparative Law of the American Bar Association.



An estimated 15,000 sockeye salmon is the payload capacity of the 50' x 16' x 7' purse seiner "Guardian", owned by Robert D. Rome of Everett, Wash. The craft, of wood construction, is powered by a 6-110 General Motors Diesel which turns 54 x 45 propeller to give her a cruising speed of 9.6 knots at 1400 engine rpm. Drag fishing operations will be chiefly out of Astoria, Oregon and Ketchikan, Alaska, and purse seining will be over the Point Roberts Banks.

Moreover, this appears to be consistent with the following excerpt from the Court's judgment: "Finally, there is one consideration not to be overlooked, the scope of which extends beyond purely geographical factors: that of certain economic interests peculiar to a region, the reality and importance of which are clearly evidenced by a long usage."

The decision supports the position of the Section of International and Comparative Law of the American Bar Association that international law should be amenable to development consistent with realities. It is hoped that the decision may lead to a reconsideration by our Department of State of its general attitude of dogmatic adherence to straightjacket rules, as to one of which the Court specifically said that it "has not acquired the authority of a general rule of international law."

## North Pacific Fisheries Treaty

The North Pacific Fisheries Convention seeks to solve irritating fishery problems between Japan, Canada and the United States, not by laying down new principles of international law, but by the simpler method of mutual agreement to the application of sound economic and conservation practices.

To quote a former State Department Special Adviser on Fisheries and Wildlife—"Human nature being what it is, humanity has not yet devised a method of getting a people, or peoples, to wisely husband replaceable resources without giving them a reward for their pains and sacrifices in doing so." Hence it is necessary to give fishermen direct reward for their acquiescence in conservation restrictions upon their particular fisheries. This the present Special Adviser in the State Department, W. C. Herrington, sought to work out, first with our own fishing industry and then with Japan and Canada, in the drafting of fisheries treaty which has now been ratified by the United States Senate and both houses of the Japanese Diet. It is hoped it will be formally ratified soon by all three nations.

From a practical Pacific Coast fisherman's viewpoint, the Japanese agree by this treaty to abstain from participation in our salmon, halibut, and presently utilized herring fisheries for the duration of the treaty, providing that we continue to apply the conservation principles of the treaty to these fisheries.

(Continued on page 45)

# Third Annual Meeting of Gulf States Commission

## Group Hears Recommendations for Uniform Closed Oyster Season and Elimination of Restrictions on Blue Crab

THE third annual meeting of the Gulf States Marine Fisheries Commission was held October 16-17 at the El Jardin Hotel, Brownsville, Texas. Commission Chairman Howard D. Dodgen of Texas was re-elected, as was Hermes Gautier of Mississippi, vice-chairman. The next regular meeting of the Commission will be held at or in the vicinity of Mobile, Ala., on April 17, 1953.

An executive session was held on October 17. The recommendation of Commission scientists for a uniform closed season for the oyster fishery from May 15 through the month of September each year, as a means of increasing poundage production, was designated a subject for further study. A resolution to proper State authorities was adopted requesting the investigation of the oyster fishery to determine causes of general decline in production.

It was decided that the recommendation made by the Commission scientists concerning the abolishing of blue crab fishing restrictions be given further consideration. A resolution was directed to proper State authorities requesting an investigation to determine to what extent, if any, depletion of the blue crab fishery exists in their respective States, and to suggest such procedure as might lead to increased production.

A resolution was adopted requesting the State marine fishery officials to furnish statistical information on a minimum standard as prescribed by the Fish & Wildlife Service. The Commission secretary-treasurer, W. Dudley Gunn, was designated as coordinator for this work.

In a resolution directed to the congressional delegations of the Gulf Coast States, the Commission indicated its opposition to such legislation as would make Federal funds available for the purchase of surplus fishery products. In the same resolution the Commission expressed its approval of such legislation as would result in a direct and recurring allocation to the Department of the Interior of a portion of the monies derived from duties collected on imported fishery products. The resolution approved the diversion of such funds for use in educational work designed exclusively to gain a wider acceptance of products of the American fisheries and for providing complete and current fishery statistical records.

### Report of Secretary-Treasurer

The Commission secretary-treasurer, W. Dudley Gunn, in being called upon for a brief resume of Commission activities, reported as follows:

All of the Gulf States are working toward the maintenance of high level oyster production through biological research and reef development. Texas is compiling valuable data on the speckled trout, redfish, drum and flounder. In addition to its oyster program, Louisiana is

expected to start investigations on a number of the fin fishes of commercial and sports interest. Mississippi already has undertaken a flounder program and work will start soon on the life history of the speckled trout. A survey of the water bottoms was undertaken last Summer. Alabama is to start taxonomical work on the fin fishes in the near future and an oceanographic survey of Mobile Bay and Alabama's Mississippi Sound is in prospect.

Florida has developed valuable data on the growth rates, spawning periods, sizes and other information concerning the mullet in the area from Apalachee Bay west to the Alabama line. Technological work involving refrigerated holding and transport of shrimp is another Florida project. The Fish and Wildlife laboratory at Pensacola is pursuing its study of the genetics of the oyster, and continuing inquiry into the enemies of the oyster.

In the Gulf proper, one section of the Fish and Wildlife Service is carrying forward programs in exploratory fishing, gear development, freezing shrimp at sea and a trash fish study. Another section of the Service is covering the Gulf in a program of fishery biology and this in all of its ramifications, even including the chemical constituency of the waters. An oceanographic survey is being made of the Gulf by the Texas A&M Department of Oceanography, the U. S. Navy being the program's sponsor.

Work on the life history and habits of shrimp is indicated for the coming year. It is understood that data compiled over a period of years will soon be made available by the Fish and Wildlife Service and this information is expected to indicate what further investigations are necessary. Such work will undoubtedly be a joint State and Federal project.

Attention was given last year to the making of an oceanographic survey of the inshore waters of the Gulf. Such a program, suggested to be a joint State and Federal project, has been acted upon favorably by the Commission and the Fish and Wildlife Service, and doubtless will be undertaken when funds and personnel become available.

In the past year Louisiana passed a law which allows non-resident fishermen the same rights as resident fishermen, including of course the obligation to pay the same licenses and taxes. Texas already had such a statute in effect. At the 1952 session of the Mississippi Legislature a similar bill got on the calendar, but did not come up for vote. Mississippi has a fishing agreement with both Louisiana and Alabama, the latter agreement having been consummated during the year just ending. Florida and Alabama have had a shrimp agreement for several years.

(Cont'd next page)



Three members of the six-trawler shrimping fleet supplying Harry H. Bell & Sons of Pass-a-Grille, Fla., and the Johns Pass Fish Co., St. Petersburg, Fla. From left to right: the "Valerie", the "Dr. E. J. Whelan" and "Star Dust". The 53' "Valerie" has a 110 hp. General Motors Diesel which spins a Columbian 38 x 36 airplane-type propeller. The "Star Dust" has a 115 hp. Caterpillar Diesel, and is 65' long. She also is equipped with a Columbian 48 x 44 propeller, and a 50-watt Ray Jefferson radiotelephone.



### FGWS and Other Researchers Describe Studies

Albert Collier reported that Fish & Wildlife Service Gulf investigations had found the greatest concentration of fish eggs and larvae in the 1951 Gulf survey to be off lower Texas and the adjoining upper Mexican coast. Secondary concentrations were said to have been located off the west Louisiana coast, in the Apalachee Bay area of Florida and in the Campeche region.

Work continues on the analysis of sea water, according to Mr. Collier. He said it is hoped the determination of the nitrates, phosphates and the indication of proteins in the form of amino acids and the carbohydrates will furnish essential background data for the study of all stages in the life history of the fishes. The speaker said much attention is being given to a study of the sub-surface movement of organisms known to be essential fish food. The general survey of the Gulf will require another year, according to Mr. Collier, because additional information is needed in connection with the several projects mentioned above and others of a less important nature.

For a resume of the activities during the past year and plans for the future in connection with the Fish & Wildlife Service's Gulf exploratory fishing, the Chairman called Stewart Springer, who is stationed at Pascagoula, Miss. The speaker stated that the primary objectives during the 1951-52 season were shrimp and tuna with each being prosecuted according to the periods of relative known abundance. He went on to say that the general shrimp survey is to be completed in this calendar year after which a complete report will be rendered. Springer said that no new areas of good shrimp fishing had been discovered in 1952, although much data essential to complete the overall picture had been accumulated.

The speaker described attempts to capture bonita or little tuna off the Dry Tortugas as being unsuccessful with the purse seine, but said successful fishing for this species was accomplished with shrimp trawl trash fish for chum when fishing with handlines and jackpoles. Mr. Springer said that present plans are to devote more time to tuna explorations in the coming year, that it is hoped concentrations of blackfin tuna and white skipjack will be found.

A discussion period followed Mr. Springer's talk regarding the locating of concentrations of shrimp by first making bottom temperature checks. The discussion developed that it is possible that a correlation does exist between temperatures and shrimp concentrations, but it was pointed out that enough data has not been collected as yet to determine definitely if such a correlation does exist.

### Gulf Oceanographic Survey

An address on the subject of the Gulf oceanographic survey, which is being conducted in connection with the Fish & Wildlife Service vessel *Alaska's* operation by the Department of Oceanography, Texas A&M College, was delivered by Richard M. Adams of that Department. He first spoke on the various projects of a hydrological character which are now being carried out in both Louisiana and Texas and which programs would develop considerable information of importance to the fishing industry.

Turning to the Gulf proper, Mr. Adams said that the currents which enter the Gulf of Mexico through the Yucatan divide, with one part looping and then proceeding through the Florida Straits and the other body seeming to proceed in the general direction of the mouth of the Mississippi River. He also said that the main transport of water to the middle and upper Gulf seemed to branch into an east and west current with little or no exchange between the two.

In discussion, Secretary-Treasurer Gunn asked Mr. Adams if oceanographic observations had progressed to the point that the migratory pattern of the long-range pelagic fishes, such as tuna, could be determined. Mr. Adams said that sufficient data had not been collected to make such predictions possible.

R. T. Whiteleather of the Fish & Wildlife Service was introduced to speak on the subject of landing records. Chief consideration was given to the improving of the States' statistical data, particularly that of shrimp landings. It seemed to be the consensus that shrimp landings

should be recorded by area of catch and by species, the same applying to menhaden.

In order to bring the landings records of the Gulf States to maximum utility, Mr. Whiteleather said the Service should have four statistical agents in the area instead of the one and one half agents now so employed. In discussion, shrimp people present promised full cooperation at Brownsville in reporting on shrimp.

Mr. Whiteleather also gave a resume of preliminary observations involving the brine freezing of shrimp at sea. Pending further tests of brine-freezing shrimp, the speaker recommended for current commercial application that: 1. Only fresh firm whole or headed shrimp be brine frozen; 2. Shrimp be removed from the brine within 4 hours after freezing, rinsed in fresh cold water (34-36 deg. F.) and stored at 0 deg. F.; 3. The temperature of the brine be maintained at 10 deg. F. or below to minimize salt absorption; 4. Brine frozen whole shrimp be thawed ashore in fresh running water at 60 deg. F. for 15 minutes, headed immediately, washed in fresh water, packaged, either glazed or overwrapped with moisture vapor proof film and stored at 0 deg. F.

### Improvement of State Fishery Laws

J. L. Baughman, chief marine biologist for the Texas Game and Fish Commission, serving as discussion leader for a panel composed of members of the Commission's scientific committee, referred to the meeting of the attorneys and biologists at Pensacola in July at which time consideration was given to the improvement of State fishery laws. He said that because of the lack of conclusive scientific information on the life histories of the fin fishes, including menhaden, the scientific committee had no recommendations relative to either sizes or closed seasons.

Baughman stated that the committee saw no reason for restrictive laws governing the blue crab fishery since it appeared that the fishery was under-prosecuted at the present time. Mr. Baughman further stated that the scientists did not feel that the taking of the female crab in the spawning state would do injury to the future population.

In the discussion period the consensus was that blue crab production was below normal, not because of a diminished fishing effort brought about by restrictive measures now imposed, but because of a general lack of crabs.

Dr. A. E. Hopkins stated that the scientists recommended a uniform closed season on oysters beginning at midnight May 15 and ending at midnight September 30. He said the views of the biologists were based on increasing the annual poundage produced, that the recommendation was biological in character. In the discussion period which followed the economic picture of the closed season extending through September was developed. The thinking appeared to be that, while it is believed a greater poundage could be realized if such a recommendation was put into effect by the States, the increased yield would not compensate for the dollar losses.

Dr. C. P. Idyll of the University of Miami Marine Laboratory told of the 1951-52 mullet investigations in West Florida. He said it was possible some recommendations would be made to the Florida Legislature in May, but that such recommendations would first be considered in the light of the economic as well as the biological advantages.

Manuel Sanchez, shrimp producer, spoke on the rapid development of the shrimp industry at various of the Texas ports. With reference to Brownsville, he said that in the past year a total of approximately 25,000,000 lbs. of shrimp was handled through the port. The speaker mentioned that about 300 shrimp trawlers are now making port at Brownsville, and described the shore handling facilities as having kept pace with the increased production. In concluding the speaker told of the advancements that are being made with regard to quality control and packaging.

Following adjournment of the meeting, the Commissioners and their guests enjoyed a conducted tour of the shrimp handling facilities at the port of Brownsville.



# Observations on Use Of Trawling Wire On Georges Bank

Two Representatives of Wire Rope Firm Go to Sea for an On-the-Spot Study of Factors Affecting its Use

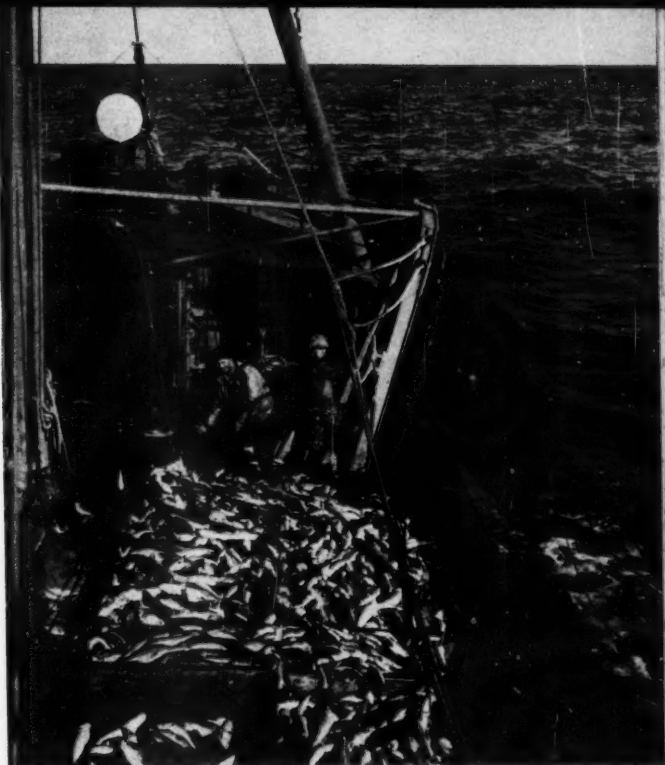
FOR a number of years James F. Butler and Vernon W. Kelsey of American Steel & Wire Division have traveled the coast line of New England investigating problems in connection with wire rope used in the fish trawling industry. They have read many articles, listened attentively to the experiences and stories of men expert in all phases of fish-trawling, and made exhaustive studies of the equipment on a great number of trawlers and analyzed many samples of used trawling ropes in their laboratories.

The multitude of problems encountered in actual operation could not be fully investigated from an armchair at dockside, however. Accordingly, arrangements were made for a trip on one of the larger Boston trawlers, so that these men could better see and live with the product in actual operation. The following are excerpts, in their own words, from the story of their experiences.

Having accumulated our gear we one day found ourselves steaming East from Boston bound for Georges Bank. As we moved through a squally rough sea we looked eagerly ahead to new experiences and longingly astern at the last bit of solid ground as it disappeared from sight. The first night at sea served to enhance this feeling as we experienced the elevator-like action of the ship brought on by the heavy seas, the aftermath of a recent squall. We, as well as the crew, were surprised at our failure to develop the expected severe seasickness.

Upon arrival at the "Banks" all thoughts of discomfort were wiped out by the excitement of the first setting of the net. As each drag was completed, the haulback created intense interest on the part of the crew and ourselves as to what would show up when the cod-end knot was pulled and the catch spilled out on the deck. At times a six foot shark or two would turn up or a few lobsters would cause the comedian of the crew to dive and burrow headlong into the pile of fish in search of lobsters.

All in all, excitement was never lacking or entertainment missing. In fact, we became so interested in the results of each drag that we were unable to remain in our bunks, no matter what time of night we were awakened by the change in rhythm of the ship, the rattle of the hook-up block, the whine of the hoisting machinery or



A fine catch of fish ready to stow below in the Boston trawler on which the two wire rope company representatives made their trip.

the attendant hustle and bustle of preparing for the haul-back. Time and time again we felt compelled to rush on deck to see what fortunes Neptune had bestowed upon us.

The first three days of trawling operations brought fog, rain, wind and high seas. A good cross-section of the rugged life of a fisherman was demonstrated as the men fought the pull of the net and the roll of the ship to bring in the slack in the square, wings and belly of the net. During the latter portion of the trip, however, the seas calmed and life became more serene and less difficult for the crew. Time also allowed us to start photographing the operations. Each step in the handling of gear and equipment, and operation of the ropes, was photographed in full color, on movie film, for additional study after the trip and training of wire rope personnel. These films have already proven to be of great value. Large numbers of black and white, and color, still pictures were also taken for record purposes and for possible enlargement and close study at a later date.

## Reasons for Failure of Trawling Lines

Our observations, supplemented by interesting discussions with the captain, mate and crew members, added immeasurably to the store of invaluable information we already had procured from our investigation. The various important factors found to be involved in the ultimate failure of the main trawling lines were as follows:

1. Corrosion of the wires took place as a result of alternate immersion in salt water and exposure to the atmosphere, causing the protective galvanized coating to break down and expose the steel wire underneath. Subsequent continued attack would eventually weaken the wire and cause failure.

2. Drum abuse was severe due to the large amount of rope wound on the drum, the fiber markers inserted every 25 fathoms, splices used to connect various "shots" of rope and connecting fittings between trawling line, door pennant and ground rope. The speed of spooling, along with the above factors, caused piling up on the drum with the attendant sliding of one wrap upon the other as the rope pulled down between open wraps already on the drum. At times the heat produced by the friction is high enough, on a small section of the rope's surface, to change the structure at that spot to one quite brittle and

(Continued on page 26)



From left to right, in seagoing attire, are: James F. Butler, sales representative, and Vernon W. Kelsey, wire rope engineer, American Steel & Wire Division, United States Steel Co.

# Hints for Successful Oyster Culture

By Dr. Thurlow C. Nelson\*

THE two absolute minimum requirements for successful oyster culture are: (1) a dependable supply of seed; and (2) adequate food supplies to assure plump oysters during the market season. Every oyster planter knows the value of clean shells, but no one with an extensive planting program can possibly get all his shells over after spawning has begun. Washing the slime and oyster blood from shells as they go up the conveyor from the shuckers' bench to the shell pile will remove animal matter which encourages early fouling of the shells when these are planted the next Summer. Washing done at once is far more effective than the very incomplete cleansing shells receive when driven overboard with streams from a hose.

Of all the fouling organisms one of the most effective in preventing set is the group of calcareous bryozoa often referred to by some oyster planters as "coral". Studies made at the Chesapeake Biological Laboratory at Solomons, Md., show how the effectiveness of oyster shells as cultch has been largely destroyed by these bryozoa within three weeks.

## Enemies of the Oyster

Although mature and eyed oyster larvae may pass unharmed through the digestive tracts of adult oysters, the younger stages at least are not so fortunate when engulfed by Ctenophores or comb jellies, *Mnemiopsis leidyi*. I have found 120 straight hinge larvae in the digestive cavity of one large *Mnemiopsis*, most of them already but empty shells. At times we have found this comb jelly up to 60 per cubic yard of water.

It is probable that all plankton feeders are enemies of oyster larvae to a greater or less degree. Where oyster spawning is spread over a long period in the Summer the number of oyster larvae surviving at the end of their two weeks free floating life may be insufficient to leave any survivors after the predators have taken their toll.

It must be emphasized that any oyster set, whether light or heavy, is valuable only to the extent that the enemies of young oysters are controlled. We are far behind the land farmers and the entomologists who show them how to fight their pests. A good beginning was made during the depression of the early 1930's in the Federal project for oyster pest control, but even the lessons learned then have either been forgotten or are largely ignored.

\*Excerpts from an address delivered by Dr. Nelson at the 1952 Oyster Convention. Dr. Nelson is Professor of Zoology, Rutgers—State University of New Jersey; and biologist for the New Jersey Division of Shellfisheries.



The 66' oyster boat "Sophia A. Durm", which is owned and operated by Ralph F. Blades of Bowers, Del. Power for her Columbian wheel is furnished by a 150 hp. Diesel, and Columbian rope is used on the boat.



The 33' x 13½' x 2½' "Oysterette" at the dock of her owner, Otto Podzelni, in East Norwalk, Conn. Commanded by Capt. Anton Stabell and designed especially for the firm's shallow oyster grounds, the boat is arranged so that the 400-bushel capacity foredeck can be filled by her skipper without a crew. She is driven by a 40 hp., 4-cylinder Palmer engine with a gear for hoisting the basket dredges. The Podzelni firm is managed by Richard Podzelni.

With wages and the cost of boats and equipment where they are today, we can ill afford to continue to support the host of star boarders which live on the oysters we hope to raise and sell. As yet we have but few effective means of fighting the oysters' many enemies, but these few should be employed to the full. The biologists who labor to solve your problems are anxious to develop newer and better methods, but only as present means of control are tried in the fires of practical usage can we detect the weaknesses and so evolve less expensive and more effective ways of keeping these enemies in check. Far more research work by competent scientists is needed to seek out the weak spot in the enemies' armor where it may be most successfully attacked.

## Shortage of Seed Oysters

At present New Jersey oyster growers as well as those in some other areas are faced with a critical shortage of seed oysters. In the Long Island Sound area the hurricane of November, 1950, was responsible for severe losses of seed and young market oysters. There is, however, no cause for alarm since there have been other periods of scarcity of seed oysters, notably after the close of the first World War, when greatly increased industrial pollution resulted in destruction of in-shore spawning beds in the Bridgeport and New Haven, Conn. areas. The natural high fecundity of the oyster, together with the ingenuity, energy and courage of our oyster growers, is a combination capable of overcoming any difficulty short of complete ruination of our coastal waters through pollution or other causes.

As we first showed in 1916, and as Dr. Loosanoff has abundantly proven for many years in Long Island Sound, microscopic examination of the water for indications of times of major spawning and setting has proven valuable to the oyster planter in gauging shell planting. Where larvae are sufficiently abundant to show their pres-

(Continued on page 37)

## Great Lakes Fishermen Want Earlier Closed Trout Season

The interim subcommittee of the Committee on Fish and Fisheries of the Michigan State Legislature held a series of hearings recently in Grand Marais, Munising, Escanaba and Garden for the purpose of getting the views and recommendations of commercial fishermen and other interested parties on deep-sea trolling, walleye fishing, lamprey control measures, etc. The chairman of the committee is Rep. John F. Wood, Manistiquette.

At the Grand Marais hearing, Capt. Alfred Lundquist, Sr., veteran commercial fisherman who has been a commercial sport troller for the past 13 years, spoke for local sport trollers. He recommended earlier closing of the trout season on Lake Superior.

Capt. Lundquist also stressed the need for replenishing of fish by the Conservation Department through hatchery, rearing pond and planting operations. He recommended the setting out of separate fishing grounds for trollers, and proposed stopping big commercial fish companies from fishing too many gangs and too large mesh nets. He believes the latter point could be settled between the commercial netters and the trollers themselves.

As spokesman for the commercial netters, Farmer Masse, a Grand Marais commercial fisherman for the past 35 years, also recommended an earlier closed season for trout. He wants the season to be closed as of October 1, and remain closed until Nov. 15. At present the season is closed from October 10 to November 4. Masse also stressed the need for replenishing of fish by the Conservation Department.

Craig Olson of Shelter Bay, who was spokesman for the newly-formed Lake Superior Sport Trollers Assoc., also recommended unified closing of the season to allow fish to spawn, fingerling planting and the setting aside of designated districts on Lake Superior for trolling and commercial netting functions.

The new trollers' group was organized recently at Marquette, Mich., by a group of Shelter Bay and other commercial sport trollers. Craig Olson was elected temporary chairman, with Henry Brey, Munising, Mich., temporary secretary-treasurer.

Olson reported that the new organization is interested, primarily, in advocating and supporting legislation which is in the interests of better fishing on Lake Superior. Many commercial fishermen are dependent upon the lake trolling business during Summer and early Fall to supplement their fishery production income.

### Michigan's Fish Production Higher

Fish production in Michigan waters of the Great Lakes in the first six months of this year was 21% ahead of the corresponding period in 1951, the Conservation Department reported recently. The harvest reached a total of 10,860,000 lbs., compared with 9,002,000 lbs. last year.

With 6,629,000 lbs., or more than half of the total, Lake Michigan took first place on the production bracket. Only 4,787,000 lbs. were taken in the lake during the same period last year.

Smelt, herring and chubs accounted for the gains in tonnage. In lake trout there also was a slight gain in production, but Lake Superior accounted for most of this species. All of the Great Lakes but Huron made gains. Huron produced 1,779,000 lbs., compared with 2,327,000 lbs. for 1951.

The Fall run of lake herring is expected to be unusually heavy. Herring already had begun to show up in commercial quantity last month.

### Lake Trout Planted

About 175,000 fingerling lake trout were planted in Lake Superior during September. The fish were transported from the hatchery at Charlevoix and were planted at Whitefish Point, Munising Bay and in Marquette Harbor in Michigan waters. The Conservation Depart-

ment reported that over 2,000,000 trout of several species were planted in streams and lakes of the State by the Fisheries Division this year.

### Constructs New Fishery Building

Eugene L. Hill, commercial fishermen of Grand Haven, Mich., is constructing a modern, fireproof, two-story structure for his fishery. The building is so designed as to make the first floor accessible to docking level of Lake Michigan, while the second floor, at street level, can be utilized for a modern fish market and additional working space. On the first floor there is room for storage and net repair.

### Fish Firms Required to Move

Plans of a new multi-million dollar express highway project in Chicago call for cutting directly through the present Fulton-Union district occupied by Chicago wholesale fish companies. Consequently, a number of the wholesale fish firms are confronted with the problem of moving elsewhere.

### Dietrich Appointed Manager of Robbins Co.

R. F. Dietrich recently has been appointed manager of Robbins Co., Inc., Chicago. Mr. Dietrich has approximately 20 years experience in the Chicago market. He joined Robbins in 1943, and except for a period of service in the Army for two years, has been with the firm since that date.

### New Bowers Battery Distributor

Bobian and Cassie of Chicago have been appointed distributors for Bowers marine batteries. The Chicago firm, located at 717 W. Sheridan Road, will handle sales in Illinois, Wisconsin, Indiana and Western Michigan. They will carry a full stock of Bowers marine batteries in a complete range of sizes up to 1020 ampere hour capacity. A new descriptive folder on Bowers marine batteries is available upon request to Bobian and Cassie.



Above: The 62' fishing vessel "Dona Gay II", owned by Basil Parker of Port Dover, Ontario, Canada. The boat uses gill nets to fish for blue pickerel, perch and whitefish, and her capacity is 15 tons. She is powered with a 120 hp., Caterpillar D13000 Diesel. Right: Crew members removing fish from nets.







The 40' fishing boat "Sharon-Lee", owned by Robert Nassauer of Baltimore, Md., and powered with a Chrysler Crown engine with 2:1 reduction gear.

## Maryland Watermen Present Program to Aid Fisheries

The Maryland Commercial Watermen's Association held a conference in the State House early in October, at which time a five-point program was presented for preserving and restoring the fishery crops of the Chesapeake Bay and its tributaries.

D. Franklin Beck, president of the Watermen's Association, gave a preview of some of the proposals. He stated that pollution from Havre de Grace and the dumping of ship bilge by ships going through the Chesapeake and Delaware Canal were prime causes of fish depletion in the upper bay. Beck asked the sportsmen of the State to co-operate with his organization in bringing about control or elimination of these sources of pollution.

The wholesale harvesting of almost all fish attempting to enter the Chesapeake Bay through Virginia and North Carolina waters is an equally important point. Beck stated that this unrestricted fishing by fishermen of neighboring States has resulted in the almost complete elimination of trout and hardheads in Maryland waters.

Strict enforcement of all tidewater fishery laws also will be strongly advocated by the commercial fishermen. Beck said that his organization will recommend the licensing of all sports fishermen. He explained that his fellow commercial fishermen feel that this action is necessary as the only means of insuring an accurate census of the fish taken by the anglers.

The special meeting of the Watermen's Association also laid the groundwork to combat proposed bills in the coming session of the Legislature. Included in the proposed legislation is the establishment of a closed season for the commercial taking of rockfish; the restricting of certain types of now legal net fishing; and prohibiting commercial fishing north of the new Chesapeake Bay bridge.

### Two Oyster Areas Opened

The Dept. of Tidewater Fisheries has opened a reserved area in the Manokin River to the taking of oysters beginning November 3 until further notice. Oysters in the River are reported to be of good size and quality. Another section opened last month was the Holland Straits seed area.

A tax of 20 cents per bushel, in addition to the regular inspection taxes, will be collected to defray the expense of planting these areas. Each day before leaving the areas, oystermen must procure a certificate from the officer of the Dept. of Tidewater Fisheries in charge.

### Seek Change in Return Time on Oyster Shells

The Dept. of Research and Education points out that the deadline for turning oyster shells over to the State ought to be advanced from August 20, the date specified in a law now under court attack. According to Dr. R. V.

Truitt, department director, July is the best month for growing infant oysters on shells, and he believes a need exists to have the shells moved by or before the first of July.

### Oysters Bring Good Price

The Dept. of Tidewater Fisheries reported early last month that fair hauls of oysters were being taken as the tonging season opened in the upper Potomac and its tributaries and the Nanticoke and Wicomico Rivers in Dorchester and Wicomico Counties. As at other harvesting points in the State, the price for the bivalves started at \$2.50 a bushel, considered relatively high. The price was expected to go as high as \$4 a bushel when the weather gets cooler.

## Provincetown to Investigate Shortage of Scallops

The likelihood of there being any scallops on the formerly extensive Provincetown Harbor scallop beds this year appears remote. Numerous test drags have yielded nothing but empty shells and a few seed scallops, where thousands of bushels of scallops once were harvested.

Charles Mayo, Jr., said he planned to discuss the situation with Woods Hole scientists on the theory that a blight may have destroyed the shellfish. He said last Winter there appeared to be plenty of seed scallops, the reason the area was kept closed.

Frank E. Cabral, who is a member of the shellfish committee, said he was of the opinion that the scallops had moved to another area, and he plans a trip out to the harbor to see if he can find where they went.

Some shellfishermen have reported they have been able to pick up good-sized scallops at extremely low tide, indicating the scallops may be found in some quantity in the west end of the harbor between the traps.

### September Landings from Traps

Landing figures released by the Provincetown office of the Fish & Wildlife Service disclosed that the September yield from Cape Cod traps amounted to 423,300 lbs. of fish, with mackerel the leader, at 216,500 lbs.

Most of the fish was landed at Provincetown, where five of the 12 traps reporting are located. Five are in Barnstable Harbor and one each in Harwich and Chatham. Tuna landed during September totaled 73,100 lbs., while menhaden was third, with 50,200 lbs.

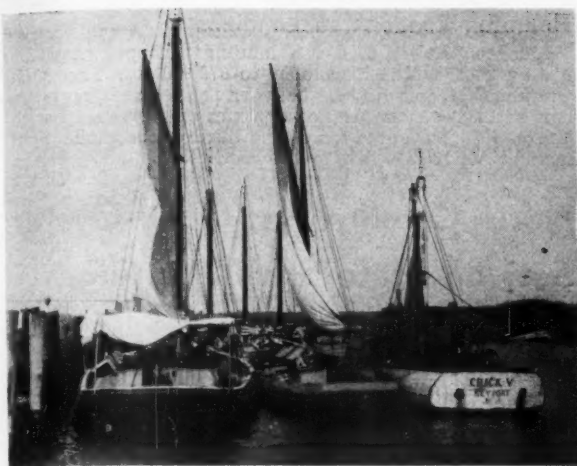
### Fishermen Provided with Headquarters

Provincetown fishing captains, members of the Seafood Producers Association, have provided a headquarters for both captains and crew members by renting the second floor of the Provincetown Chamber of Commerce building until May 1. Meeting in the quarters October 29, a large group witnessed the showing of an English motion picture entitled "Trawls in Action".



The "Two Sisters", 42' shrimp trawler owned by Laurence Cruz of Brunswick, Ga. Finished with International paint, the vessel is powered by a D4400 Caterpillar Diesel.





At left, from dock out, are the 50' clam sloop "Walter H. Hinson", owned by Capt. Peter Kopasz, Lawrence Harbor, N. J., and powered with a 100 hp. Lathrop gasoline engine; the 40' "Anna May", owned by Capt. James Brown of Port Monmouth, N. J., and powered with a



Chrysler Crown engine; and the dragger "Chick V.", owned by Roger Stillman of Belford, and powered with a 105 hp. Buda Diesel. Right: Captain-owner Peter Kopasz of the "Walter H. Hinson", and Captain-owner James Brown of the "Anna May" at Belford, N. J.

## New York Shad Production Shows Big Increase

Preliminary reports on the 1952 shad production by gill nets in the New York waters of the Hudson River show a total of 616,900 lbs. landed—an increase of 46 percent over the 1951 total of 423,500 lbs. In 1952, the total catch by drift gill nets was 349,800 lbs. (173,800 lbs. of roe shad and 176,000 lbs. of buck shad), and by stake gill nets—267,100 lbs. (140,550 lbs. of roe, 126,550 lbs. of buck).

The 1952 shad catch in the New York waters of the lower bay is estimated at 200,000 to 300,000 lbs., a substantial increase over the 1951 catch of 36,000 lbs.

### Ask Removal or Detonation of Explosives

The Long Island Fishermen's Association has requested that the explosives which were dumped off Jones Beach either be removed or detonated. The explosives were jettisoned approximately 3½ miles 137 degrees true from Jones Beach Tower in 40' of water. This area is fished by draggers, and therefore the presence of high explosives creates danger to the fishermen.

On a recent trip to the fishing grounds off Block Island, the Greenport scallop boats *HiWal*, Capt. Vincent Satkoski, and the *Demand*, Capt. James Hamilton, dredged up depth bombs.

The bomb "caught" by the *HiWal* was tossed overboard, after which the vessel sped away. Within a very short time the bomb exploded, and the concussion severely shook the *Demand*, which was fishing nearby. The *Demand* then dredged up a depth bomb in her nets, and Capt. Hamilton turned it over to the Coast Guard at Block Island.

### Two Boats Change Hands

R. Garvick and John Liknes have sold their dragger *Venture* to Allan Sipos of Holtsville. The *Miss Lou*, which is skimming out of Shinnecock, has been purchased by Chet Downs and John Cunningham of Hampton Bays, from Rudy Dalder of Freeport.

### Carp Plentiful in Bellport Bay

Carp are plentiful in Bellport Bay. A few large ones have been taken; however, most are small.

Adult scallops are scarce in Lake Montauk, but "bugs" are plentiful. Eel trap operators report that the weather has been too warm for good catches.

### Reflector Material to Be Installed on Buoys

The Coast Guard has disclosed that on or about December 1, the East Channel lighted buoys 8, 12, 15, 17, 18, and 29 will be replaced with unlighted buoys possessing reflector material, and East Channel Buoys 14 and 16 will be similarly equipped by that date. Due to operational commitments, the installation of luminous material on the remaining buoys in East Channel must necessarily be deferred until the Spring of next year.

### Georgia Shrimper Severely Damaged in Explosion

An explosion heavily damaged the 50-ft. shrimper *Powhatan* in Ossabaw Sound last month, but only one crewman was injured. Commander John J. Thomson of the Coast Guard Auxiliary Flotilla, who headed rescue operations, said the trawler was practically demolished by the blast.

Rescuers carried aboard two emergency pumps and managed to draw off enough water to keep the craft from sinking. Commander Thomson said it took almost six hours to tow the stricken boat to its berth at Thunderbolt. The *Powhatan* is owned by Louis Ambros, Thunderbolt shrimper.

### Studying Death of Young Shad

Fred Dixon, fisheries biologist with the State Game & Fish Commission, has begun a study to determine the cause of the mass death of young shad in the Savannah River. In company with Louis J. Andrews, assistant chief of coastal fisheries, Mr. Dixon planned to take samples of river water at various points in the harbor.

### Fishermen Find Refuge Costly

Two Brunswick fishermen were called upon to pay \$100 fines last month for taking refuge from a storm by anchoring their shrimp boats close to Fort Harrison, a national monument which is located on a small island west of Key West, at Dry Tortugas, a favorite shrimping ground. The harbor where the boats anchored had just been posted at the order of the Secretary of the Navy, banning regular mooring of commercial vessels.

It was reported that charges against other boats anchored at the same time were dropped when it was brought out that conditions at sea required refuge. However, the Brunswick fishermen were affected by a technicality of residence.

## Virginia Fisheries Laboratory Completes Film on Crabbing

The Virginia Fisheries Laboratory at Gloucester Point recently completed a 25-minute motion picture on Virginia's crab industry for educational use. The color film was produced and edited by Robert Bailey of the Laboratory.

The film shows crabbing operations in the Tangier area, illustrating the activities of crab scrapers. The crabbers on the York River are shown taking their catches from crab pots, then on until they are sold to the packing house, steam cooked, packed and shipped. The packing house of the York River Seafood Co. of Perrin was the scene of much of the film.

### York River Areas Restricted

Col. W. F. Powers, district engineer, issued notice last month that certain sections of the York River and Hampton Roads would be restricted and prohibited areas after the 13th of October. Because of the Navy anti-torpedo net at the entrance of the York River, the prohibited area will transverse the River between Jenkins Neck and Tue Point. The restricted area will lay near the middle of the River, for passage through the net gate.

According to the District Engineer, no vessel shall enter the prohibited area at any time without the permission of the Commandant, Fifth Naval District, or his authorized representative, except that when the gate in the net is open, vessels may pass through the prohibited area adjacent thereto. Vessels shall not remain in the restricted area. Anchoring, trawling, fishing, crabbing and dragging are prohibited within the area, and no object attached to a vessel or otherwise shall be placed on or near the bottom.

### To Work on Maryland Dredge Boats

Twenty oystermen left Tangier Island the latter part of October to go to Smiths Island, Maryland, to become members of dredging crews there. They will work on the Maryland boats until the middle of March.

According to reports, dredging will be good in Maryland waters this year, especially in Tangier Sound and on beds north of Smiths Island. The oysters are fat, and they are now bringing as much as \$2.75 a bushel.

### Expect Good Crab Dredging Season

Tangier crabbers are expecting a good dredging season. Ten dredgers were fitting out for crab dredging in the Cape Charles area the latter part of October.

Despite the lateness of the season, Tangier crab potters are still making big catches and selling the crabs at good prices. Some of the potters are making from \$150.00 to \$200.00 a week.

### Oystermen's Association Adopts Objectives

The Lancaster County Oystermen's Benefit Association met at Lancaster October 24 and voted to ask the General Assembly to re-open an area of the Rappahannock River between Towles Point and Monaskon Bluff on one shore and between Burhans Wharf and Smoky Point on the other shore to patent tonging. This area has been closed to patent tongs since the mid-1930's. Patent tonging rights would be sought only in water over 24' in depth.

Another objective adopted calls for a re-survey of the Baylor Survey made in the 1890's, which defines the public oyster grounds.

### Record Spot Catch Made

Between 600 and 700 boxes of spot, one of the largest catches ever to be packed at Mathews, was purchased by Parker Miles on October 6. The fisherman who made the catch near Horn Harbor was Mack Owens of Susan.

### Hampton Roads Area Landings

Hampton Roads area fish landings dropped approximately 200,000 lbs. in October to 879,000 lbs. The catch was almost evenly divided between fish taken from pound nets and those caught by other types of gear. Scup, with 300,700 lbs., accounted for over a third of the catch. Spot landings, at 199,600 lbs., took second place.

## North Carolina Has Good Oyster Sets on State Shell Plantings

Two major State plantings of oyster shells in North Carolina have obtained good sets, according to Dr. A. F. Chestnut, shellfish biologist at the Institute of Fisheries Research in that State. An average of 6 spat per shell was obtained in the Rose Bay area, and 16 spat per shell in Jones Bay.

Dr. Chestnut reported early in October that setting still continued in the Morehead City-Beaufort area, although the intensity was much less than earlier in the Summer. A check of conditions in Pamlico Sound in mid-September showed nearly all the oysters completely spawned out and beginning to show signs of fattening. The condition of the oysters improved slightly by the time the dredging season opened on October 1, but the yields were still light, about 4 to 5 pints of meat per tub.

### Oyster Cargo Boat Goes Down

The oyster cargo boat *Miss Lilly*, Capt. Jim Braddy, sprang a leak some four miles north of Wreights Creek in the Pungo River last month and went down about 1 o'clock in the morning.

Braddy went overboard wearing a life preserver and got ashore in about four hours, landing in a swamp where he wandered all day before he reached the highway and was picked up about four miles north of Winsteadville. The *Miss Lilly*, which was bound for Belhaven with a load of oysters, was owned by the Blue Channel Corp.

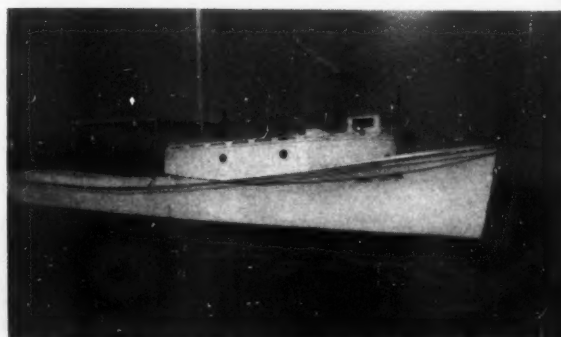
### Fish Supply Excellent

The supply of fish last month was exceeding the demand, according to C. D. Kirkpatrick, State Commercial Fisheries Commissioner. Shrimp catches, according to Kirkpatrick, were very good, and all reports from fishermen indicate that this is a very good season.

### Shrimp Boat Explodes

An explosion aboard the shrimp boat *Carrie*, operated by Willie Etheridge, Jr. and Charles Scarborough of Wanchese, resulted in serious burns to Etheridge last month. The two men swam around until rescued by Walter Ballance of Hatteras in the trawler *Oriental*.

The *Carrie*, which sank in 16 ft. of water four miles below Long Shoal light beacon, since has been raised and will be repaired.



Commercial and party fishing are done by the 40' "Ann Clyde", which is owned by the skipper, Capt. Stacy Guthrie of Harker's Island, N. C. She is powered with a 6 cyl., 115 hp. Chrysler engine.

## Maine Scientists Report Green Crabs Main Enemy of Clams

Biologists at the Fish & Wildlife Service station at McKown Point, Boothbay Harbor, report that the green crab is close to being public enemy No. 1 as far as clams and clam farming are concerned. In an effort to thwart the green crab, biologist Harlan S. Spear of the station has begun a crab trapping program at Love's Cove, West Southport.

Using about 20 traps in the Love's Cove area, Spear is attempting to learn if the green crabs can be trapped out of a section of flats, definitely reducing, and perhaps controlling the number of crabs. Each day Spear's traps have taken about 1,000 crabs. So far there has been no appreciable decline in the rate, which would seem to indicate the crab population is vast.

As a side line to getting rid of the crabs, biologists also have been investigating marketable uses for the shellfish. Green crabs have been shipped to a dealer in Washington, D. C. for use as bait in surf fishing. Dana Wallace, shellfish specialist for the Sea & Shore Fisheries Dept., has started investigations to see if green crabs can be used in the fish meal industry.

A high-speed plankton sampler has been developed by staff members of the McKown Point Station of the Fish & Wildlife Service. The sampler is used to collect clam and other bivalve larvae from the waters of coastal areas. Biologists are running tests to determine the varying density of this larvae in different locations. From these investigations it is hoped to find when spawning peaks take place, and other information of value in the study of clams and clam farming.

A length of suction hose with a section of specially constructed pipe attached is towed astern of the craft carrying the sampler. A pump located in the boat pumps sea water, including its content of larvae, through a measuring gauge in the boat, up a pipe and into a sleeve-like net. The water flows out through the net, leaving the larvae samples behind.

### Rockport Skipper Rescued from Dory

James Anderegg, Rockport owner of the 50-ft. dragger *Dorothy and Edith*, returned to his home in Rockport last month after being rescued by the Coast Guard Search and Rescue Team. His vessel struck an obstruction about 70 miles east of Nantucket Light, and sank in a very short time. Anderegg escaped in a dory and was later rescued by the Coast Guard.

### New Boost for Lobster Industry

Any retailer in the country may be able, before long, to display live Maine lobsters in glass-fronted tanks, if a test model being developed by biologists of the Sea & Shore Fisheries Department at McKown Point, Boothbay Harbor, pans out as expected. The pilot model now being tested and modified consists of an aquarium-like tank, a circulating pump, a sand bed filter and a refrigerating unit.

The display tank has been successfully used with artificial sea water which is made by mixing chemicals with ordinary fresh water. This makes it possible, biologists point out, for a lobster seller anywhere to mix up his own sea water for storing lobsters. Work on this project has been headed by Phillip Goggins.

### To Study Shrimping in Panama

Leslie Scattergood, biologist at the McKown Point station of the Fish & Wildlife Service, was scheduled to leave his post at Boothbay Harbor on October 15 to do research for the Food and Agriculture Organization of the United Nations in Panama. Mr. Scattergood's job will be to organize and assist in initiating a program for an assessment of the commercial fishing resources off the Atlantic and Pacific coasts of Panama.

Mr. Scattergood believes much of his work will be in



Small boat's sardine catch is brought alongside sardine carrier owned by R. J. Peacock Canning Co., Inc., Portland, Me., to be loaded by rubber suction hose. Fishermen lower the hose, manufactured by B. F. Goodrich, by hand into the fish-filled nets, and then turn on a pump to develop suction within the hose. A carrier ship can take on 65 tons of sardines an hour in this manner. Loading the same quantity by net, alone, takes three hours.

connection with Panama's shrimp industry. In line with this, he plans to visit Biloxi, Miss., and Morgan City, La. on his way south, to check on the shrimp fleet activities in those areas.

Mr. Scattergood has been in charge of the herring investigation, now being conducted at the McKown Point station, since 1947. This program now will be taken over by Carl Sindermann of Cambridge, Mass., who has worked on the herring investigation for the past two Summers.

### B & M to Operate Vinalhaven Fisheries

The Burnham & Morrill Co. of Portland has leased the plant of Vinalhaven Fisheries, Inc. at Vinalhaven. According to Hollis Burgess, who will manage the plant together with the other B & M plant on the Island, the processing and freezing of groundfish and redfish will employ between 40 and 50 persons.

Burnham & Morrill have operated a plant in the town for several years, manufacturing fish flakes from cod and hake. This operation will continue with an added supply of fish expected from draggers landing at the new plant.

### "Breeze" Rockland Highliner

Over six million pounds of fish were landed during the month of September at the Birds Eye plant, Feyler's Fish Co. and the sardine factories in the port of Rockland. The dragger *Breeze* was highliner for the month with a total of 518,000 lbs. of redfish. Capt. Ronald Whiffen is the skipper.

### Questions Feasibility of Lobster Dragging

Robert L. Dow, Commissioner of Maine Sea and Shore Fisheries, has taken a wait-and-see attitude toward an Oceanographic Institution report that deep-sea dragging for lobsters can be done commercially. Dow said recently that a great deal of additional information was necessary to judge the feasibility of going after the jumbo lobsters that range in deep water off the New England and Nova Scotia coasts. The Institution report predicted that a dragger could haul in as much as 5,000 lbs. of 1½ to 6-pounders in several days.

Studies conducted so far indicate that lobsters travel great distances, according to Dow. They would have to remain concentrated to make it possible to drag for them commercially, in his opinion.

If dragging for lobsters proves practical, however, it may have a far-reaching effect on Maine lobstering. Maine has a maximum limit of five inches measured on the back of the shell, and since many of the deep-sea lobsters exceed the State's maximum size law, draggers would have to market them elsewhere.



## Texas Seafood Catch Shows Gain in Fiscal Year

Landings of fish and shellfish at Texas ports during the 1951-1952 fiscal year, which ended with August, totalled 115,836,600 lbs. This represents an increase of 43 percent compared with the catch during the 1950-1951 fiscal year.

Landings of fishery products at Texas ports during September totalled 15,108,200 lbs., which was an increase of 3,284,000 lbs., or 28 percent, compared with September of last year. Shrimp production in Texas during September recorded a gain of 2,776,000 lbs. compared with the corresponding month of the previous year. Receipts of menhaden were 560,900 lbs. above the figure for September, 1951.

### Shrimp Association of Americas Meets

A demonstration of equipment being used to develop the quality of shrimp was the highlight of a recent meeting of officers of the Shrimp Association of the Americas. The meeting, which was held October 23 through 25 in Brownsville, also was attended by Association directors and committee chairmen.

Dr. L. E. Simerl, head of the research laboratories of the Marathon Corp., made a report of six months' study of packaging methods now being employed by the industry, and of other methods available. As a result of this report, it was predicted that glazing of packaged shrimp would continue to give way to the unglazed and overwrapped type of package. Shrimp packed unglazed and overwrapped will result not only in an improved quality product but also in increased savings in labor and shipping costs.

A newly installed shrimp grader was demonstrated at the Brownsville Shrimp Exchange plant, and members also observed shrimp freezing and packaging at Pan-Am Foods, Inc.

### Shrimper "Buccaneer" Salvaged

After lightweight marine machines had failed, landlocked oilfield equipment was used the latter part of October to salvage the 83' Brownsville shrimp boat *Buccaneer*, which had drifted onto a sandbar at the southern end of Padre Island.

Two 100-ton hydraulic jacks and several winches lifted the boat onto wheels, with the bow resting on the rear of the oilfield company's largest truck and the wagons under the rest. A tractor was hooked to the front of the truck, and steel beams were welded to the boat and the wagons. This strange procession covered the 19 miles to the south tip of Padre Island in 12 hours.

At the water's edge, the welded supports were cut away and the *Buccaneer* slid into the Port Isabel-Brownsville ship channel. A tug took the shrimper into drydock.

### Want More Dock Space at Corpus Christi

The Corpus Christi City Council last month voted \$12,000 worth of improvements to add a few more docking spaces to the L-head, but that is said to amount to a rather negligible contribution to the major problem facing the shrimp industry in this port.

According to Sidney Herndon, owner of Herndon Marine Products Co. and principal boat operator, Corpus Christi now has room for about seven or eight more large shrimp trawlers, but when that number of boats moves in, the port will have reached the saturation point.

The Lone Star Shrimp & Oyster Co. fleet now docks at other points along the Gulf coast and their catches are trucked into Corpus Christi because there is no room for the vessels to berth locally.

Tom A. Nelson, operator of Nelson's Seafood, the third principal seafood processor at Corpus Christi says his is a similar situation. Most of the boats which he and a brother operate presently work out of Aransas Pass.

Herndon, Leland Ross of Lone Star Shrimp & Oyster



The fishing boat "Challenger", owned by Malcolm E. Sanford of Houston, Texas.

Co., and Nelson, along with others who are interested financially in the shrimp industry, point out that adequate harbor facilities would attract other fleets that would boom the shrimp business into a substantial contributor to local prosperity.

### Shrimp Landings Above Average

Favorable weather for commercial shrimping prevailed along the Texas and Mexican coast through late September and October with the exception of a period in mid-October when rough seas stopped shrimping operations and sent trawlers to shelter.

Landings of shrimp for the period were above average. The Brownsville area reported 21,910 barrels, the highest of the principal Gulf ports. The Aransas Pass area was second with 8,325 barrels. Galveston ranked third with 5,419 barrels, while Port Lavaca had 3,410 barrels. The total for the thirty-day period was 39,064 barrels.

About 15% of the shrimp landed from medium-sized trawlers in around 15 fathoms on the upper coast were white. The remainder were "brownies". Shrimp caught off the Mexican coast and on the flats of Campeche were brown and pink.

### New Channel Being Cut

A new channel is being cut across Ingleside Point along the west shore line of Corpus Christi Bay, a distance of six miles. This channel, 35-ft. deep with a bottom of 150 ft., will open Ingleside Cove to a more direct line to the Gulf of Mexico, cutting boat distances by about five miles each way. The new channel also will provide a better passageway for shrimp and fish migrations, and it is predicted that fishing and shrimping will be much improved.

With Corpus Christi's facilities overcrowded for large and small trawlers by a low overhead bridge, the Ingleside and North Bay areas, only 10 miles from the Gulf, will be open for the docking of deep-sea boats, and the round trip to the Gulf will be cut 20 miles.

### Shrimp Boat Burns

The *George A. Butler*, a shrimp boat owned by Henry Madden of Fulton, burned last month in fifteen fathoms of water. The boat had been shrimping in the Gulf and had unloaded and was starting back to her home port when the fire was discovered. Mr. Madden radioed for help, and Milton Court, who was shrimping some distance away, went to the scene and took the three crewmen off.

### Bay Shrimping Lasts Only a Month

The bay shrimping fleet of Two Brothers Fish Market, which includes a dozen trawlers that have been operating in the Port Lavaca and San Antonio bay areas, has returned to Ingleside to shrimp along the shore line in the Gulf. Bay shrimping all along the Texas coast lasted less than a month following the opening of the bays to large trawls on September 1.

## Florida to Have New Freezing Plant at Fort Myers

The growing shrimp industry at Fort Myers will receive a boost from construction of a 1,100,000-lb. quick-freezing and storage unit which was started last month by S. L. Lewis, one of the largest shrimp processors and packers in Brunswick, Ga. The one-story concrete building will be capable of handling 30,000 lbs. daily and storage of 300,000 lbs. Construction of an additional two-story cold storage building with a capacity of 800,000 lbs. will start soon after the expected completion of the first unit Dec. 1.

The addition of freezing facilities to handle large shipments follows the recent establishment at Fort Myers of a fleet base for 30 to 50 boats by E. J. Toomer, former Key West shrimp operator.

Lewis and his partner, A. M. Durant, operator of a large packing house at Valona, Ga., said they will specialize in the purchasing and marketing of local shrimp and also provide public storage space for other packers. Durant is already operating part of his fleet out of Fort Myers. The new freezing plant, which will be modern in every respect, will be supervised by Paul Herron.

### Several Boats Lost in Storms

One of the worst northeast storms in years swept Florida on October 21, sinking two fishing vessels. The Coast Guard said three fishermen apparently drowned when the 69-ft. fishing vessel *Sea Farer* went down off False Cape, near Cape Canaveral on the East Coast.

The *Capt. Alfred*, a shrimp boat out of Fort Myers on the West Coast, sank off the Campeche fishing banks near Mexico. The crew was removed by the *Katie*, another fishing boat.

Earlier in the month high winds in the Gulf of Mexico sank two Tampa shrimp boats and blew another aground, but all hands were saved. The boats were off Cayo Arcas Island in the Gulf of Campeche when the *George Gibbs* and *Diplomat*, owned by the Salvadore Shrimp Co., Tampa, went down in six feet of water. Their crews were able to get aboard the *Siesta*, itself aground in about two feet of water. The *Siesta*, also from Tampa, is owned by Warren Bailey of St. Mary's, Ga.

### Enters Shrimp Business

J. F. Scott, formerly owner of the Fernandina Grocery Co., has gone into the shrimp business. He has a fleet of four, three of which are fishing off Tampa. His new boat, the *Mildred K.*, came into Fernandina last month, and Mr. Scott expects to base her there indefinitely.

### Record High Catch

The commercial fishermen around Destin have hit an all-time high for the season, with a catch by Capt. Jewel Melvin and Capt. O. T. Melvin of 24,000 lbs. of roe mullet, on October 23. Both captains brought their boats into the Pass loaded to the gunwales with fish, the first big catch of the season.

### Sponge Industry Showing Improvement

Louis Smitzes, president of the Tarpon Springs Sponge Exchange, stated recently that in his opinion the condition of the sponge industry is showing some improvement. Smitzes thinks that the over-all picture of the industry in Tarpon Springs will show a gain over last year. Quite a few boats were out on the sponge beds last month, and the sponges brought in continued to be of better quality.

### Mullet Plentiful in Bays and Rivers

The bays and rivers have been full of mullet recently, and the commercial gill net fishermen have done well. As a result, seine yards in Wakulla County and two in Franklin County were to open up in full the middle of October.



The 65' Florida-type shrimper "Crescent Limited", completed this Spring by Toche Shipyards, Biloxi, Miss. Owned by Robert Lemmler of Biloxi, she is powered with a 275 hp., Series 110 General Motors Diesel.

## Mississippi to Have Additional Wharf Space for Fishermen at Gulfport

Work was started last month on eight finger wharves at Gulfport which will be used by commercial fishermen. The 70-ft. piers are being erected in Gulfport's new commercial small craft harbor by C. W. Harris of New Orleans. The recently developed harbor, west of the present port of Gulfport facilities, is already complete insofar as a protecting concrete bulkhead which has been constructed on the west side of the harbor.

According to Al Johnson, port director, additional piers may be built from time to time by individual firms which are expected to locate in industrial sites that are being made available along the West Pier roadway.

### To Convert to Permanent Plant

Officials of the Quaker Oats Co., which established a test cat food plant at Pascagoula recently, have announced plans to convert the operation into a permanent manufacturing operation. Scrap fish purchased from shrimp fishermen is used as the basic ingredient in the cat food.

New machinery has been installed which will boost production from 700 to 2,000 cases daily. Plant Manager R. Leonard Davis says the success of the preliminary venture prompted officials of the company to set up the permanent operation.

### Two Fishermen Injured

Joseph Levitt, 31, captain of the fishing vessel *Gulf Star* of Moss Point, Miss., was taken off his ship at sea early in November because of lacerations suffered in a fall. The Cuban Navy sent a launch to the *Gulf Star*, and the captain was brought ashore near the Southwest Cuban port of La Fe.

Steve Dujmov, 19, Biloxi fisherman, suffered head injuries and a badly lacerated arm in an accident aboard the fishing boat *Buda* off the passes to the Mississippi River. The accident occurred November 2 when a block broke away from the mast and struck him on the left shoulder. A Coast Guard rescue plane picked up Dujmov at North Pass and took him to New Orleans where he was removed to the Marine Hospital.

### Seafood Landings Up

Landings of all species of fish and shellfish at Mississippi ports for the eight-month period ending with August, 1952, totaled 109,558,000 lbs., compared with 107,462,000 lbs. during the same period of 1951. This represents an increase during 1952 of 2,096,000 lbs. or 2 percent.

Fishery production in Mississippi during August amounted to 18,675,900 lbs., and showed a decrease of 18 percent compared with the same month of 1951.

# International Net Dips Make Nets Last Longer

The cost of nets is such an appreciable part of the cost of fishing that materially prolonging the life of nets is of utmost importance to the fisherman. INTERNATIONAL NET DIPS protect nets most effectively. They come ready-to-use, require no heating nor special equipment for application, and are quick drying.



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## Observations on Trawling Wire

(Continued from page 17)

more suitable for tool steel than for wire rope. Wire breaks occurring prior to severe rusting of the wires can frequently be traced to this.

3. Abrasion and damage to the wires of the rope can occur in many ways and at many points. Some of the most common are on scored or grooved bollards and worn spots on gallows frames. Also, the points where the ropes contact the hook-up block are sources of trouble, especially if sharp grooves are worn in the shoe of the block.

4. A considerable amount of bending took place over the various bollards which the rope passed over while setting and hauling the net. It must be recognized that these were small in diameter as compared with the size of rope operated over them. Vibration of the rope during towing further added to the fatigue stresses imposed on the rope.

So engrossed did we become in the study of factors affecting wire rope in fish trawling, and other aspects of the process of catching and preparing fish, that it was with considerable surprise we suddenly realized that our trip was coming to an end and we were headed homeward to become landlubbers again. The Boston skyline was viewed with different emotions than when last seen, although these were divided between regret that our trip was over and pleasure at the expected homecoming. These feelings appeared to be shared somewhat by the crew. After docking it was with considerable difficulty that we made our way home. The dock went up and down as did the train, cab, stairs and even the bed. Just sea-legs, but oh boy!

The after effects of the voyage did not prevent our proceeding to review previous theories in the light of our findings on this trip, however. After this was completed, it became apparent that fish trawling ropes must have built into them the proper combination of strength, corrosion resistance, ruggedness and flexibility so that they can withstand all these conditions to the maximum degree. Accordingly, the information developed during this trip was coordinated with masses of data obtained from field experience with all sizes of fishing boats, and laboratory analyses on all sizes of used ropes performed by trained engineers, chemists, metallurgists and other technicians. In this way we arrived at the best combination of all the many possible rope features for each size of rope used by the fishing industry.

### Ways to Increase Life of Wire Rope

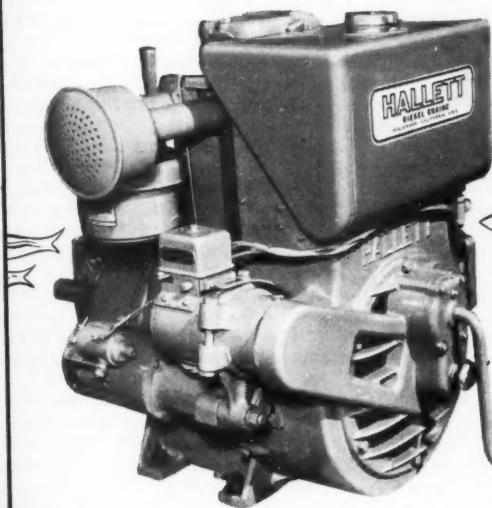
It was realized early that the best possible rope life could be developed by cooperation between the manufacturer and the user. Therefore, although the prime purpose of this study was to develop the product most resistant to the natural deteriorating influences present, certain helpful practices exist which the user can employ to lengthen the service procured from his ropes. Listed below are the steps which must be taken by the manufacturer to produce a more durable product and the simple steps open to the user to further increase his service.

1. The use of as heavy and dense a galvanized coating as possible must be provided. This must be protected as long as possible in storage on the user's drum so that it will go into actual service in good condition. This may be done by coating the wires during manufacture with a special lubricant developed for this purpose. Inasmuch as any lubricant will wash off early in service, and serious corrosion takes place on the drum between trips, the galvanized coating should be protected by pouring a light fluid oil over the rope on the drum after it has thoroughly dried.

2. The formation of a brittle structure in the surface of the wire, and attendant wire failures, may be reduced and controlled by specifying a special analysis of steel which is less susceptible to this formation. The user can further assist in preventing this by guiding his rope onto the drum as uniformly as possible, as is now done by



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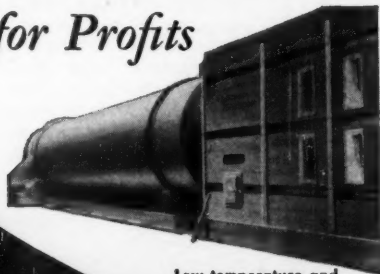
Mills and disintegrators



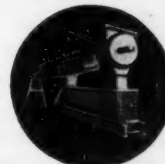
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some fishermen, and by stopping and respooling at slow speed occasionally when the spooling gets too far out of control.

3. Abrasion and damage can be reduced and controlled by grinding off or filling in scored or worn grooves in bollards or on other parts of the equipment with which the rope comes in contact. It is also important to change the point of contact of the rope with the hook-up block by slightly changing the length of rope set out from one haul to the next. Resistance to this type of deterioration must be built into the rope by supplying the proper number and arrangement of wires, dependent upon the size of rope being built.

4. This factor of size and number of wires must also be considered in connection with providing the proper flexibility to resist bending over the small bollards and to reduce the effort required in splicing sections together and in making eye-splices. The important factor is to provide the proper balance between ruggedness and flexibility which will produce the best service. The practice of changing the length of rope set out each haul will also prevent localization of vibratory stresses at any one point in the rope.

The same form of reasoning, analysis and deduction has been applied in using the information accumulated on this trip to develop the proper manufacturing procedures and materials to use in fabricating the 6 x 12 construction ropes used as jilsons, fish tackles and messenger ropes and the 6 x 6 fiber covered ropes used as headlines, fishing lines and wing end pennants.

## Connecticut Butterfish and Scup Landings Heavy

Heavy catches of butterfish and scup pushed the Stonington landings up close to the half-million-pound mark during October, a total of 490,500 lbs. having been brought to port. Fluke, which were running in good quantity as the month opened, became scarce as colder weather came in.

The prospect of good scup and butterfish catches brought eight big producers of the Stonington fleet back to their home port with more than usual frequency. Docking at Stonington during the month were the far-ranging *Carol & Dennis*, Capt. Denny Cidale; the *Theresa*, Capt. Chick Kraweic; the *Rita*, Capt. Billy Roderick; the *Carl J.*, Capt. Joe Maderia; the *Pvt. Frank Kessler*, Capt. Karsten Kristiansen; *Portugal*, Capt. George Roderick; *Ranger*, Capt. Sterling Eyer; *Russell S.*, Capt. Carl Johnson; and *Our Gang*, Capt. John Pont, which unloaded 54,500 lbs. in four trips, and was the highliner for the month.

### Draft Bill to Regulate Scallop

Mystic scallopers have drawn up a bill to regulate scalloping in the unprotected Mystic River area. The measure calls for a joint board of the Selectmen of Groton and Stonington to regulate the taking of scallops from the Mystic River and east to Latimer Point and west to Groton Long Point. The daily limit is not to exceed 15 bushels per man or boat.

Open for discussion is a clause in the bill that would allow the board to designate the method by which scallops shall be taken other than by power dredging, which shall be prohibited. Permits to be issued by the board would cost \$10 per season, or for daily trips, 15¢ per bushel.

Commercial scallopers from other points along the coast, finding a bumper crop in the Mystic River this year and no regulations, have been taking from 30 to 40 bushels a day. The Mystic commercial scallopers are interested in preserving the scallop beds.

### Shad Yield Shows Big Gain

The total catch of shad in the Connecticut River during the 1952 season amounted to 466,400 lbs., valued at approximately \$60,000 to the fishermen. This was an in-

crease of 38 percent in poundage over the 1951 total catch of 337,000 lbs.

In number of fish, the 1952 catch consisted of 70,950 buck shad and 65,450 roe shad, while the 1951 catch had 46,800 buck and 53,600 roe. Although the 1952 season showed substantial increases in the number of fish and total poundage landed, the value was at about the same level as in 1951 due to lower prices and a weaker market.

In an effort to determine more of the obscure life history of the shad, a group of men from the Fish and Wildlife Service have been working in the Windsor Locks area of the Connecticut River. Floyd G. Bryant, biologist with the party, reports that 80,000 shad have been fin-clipped and 100,000 will be processed before the job is done. Others working on the project are James Sykes and Donald Hill.

The study is a part of a shad investigation being conducted along the entire Atlantic coastline in States that are members of the Atlantic States Marine Fisheries Commission. Mr. Bryant says that the young shad now being fin-clipped are on their way to the ocean, and when they return in three or four years as adults it will be possible to get a clearer picture of production figures. A similar project has been done on the Hudson River.

### Lobster Fry Planted

The State Board of Fisheries and Game reported that its Noank hatchery stocked 974,000 lobster fry in Long Island Sound this year, which represents a new record and twice the number stocked in 1951. The lobsters were in the fourth stage, in which they have shed their shells for the third time.

### Payment for Loss of Oysters

The Court of Claims ruled last month that \$6,399 worth of oysters suffocated in their beds when the Army Engineers dredged the harbor channel at Bridgeport. It authorized the H. J. Lewis Oyster Co. of Bridgeport to collect this sum in damages from the Federal Government, but it said Connecticut must pay the same amount to the Federal Government because the State had guaranteed the Government against damages resulting from the harbor improvement.

### Boundary Dispute Settled

Officials from Rhode Island and Connecticut aboard the *Shellfish*, a State-owned craft out of Milford, recently placed marker buoys in Little Narragansett Bay to settle a boundary dispute between Rhode Island scallopers and Stonington wardens. For some time, Westerly draggers have complained that the Stonington wardens have been barring them from water that actually is in Rhode Island.

## Owner of Carol & Estelle delighted with **AQUA-CLEAR Feeder**

*"Pays for itself many times over . . . virtually no maintenance . . . cuts lay-up time."*



## "No Signs of Rust and Corrosion" SINCE WE HAVE INSTALLED THE **AQUA-CLEAR Feeder**"

**Here's what Morris Rosenberg has to say about his boat, the Carol & Estelle, operating out of New Bedford, Mass.**

"Fresh water cooling systems with their extra pipes, expansion tanks, pumps and extra maintenance, are very expensive, both in original cost and operating expense later.

"The Aqua-Clear Feeder is inexpensive for the job it does and requires virtually no maintenance at all. This enables us to cut lay-up time which is very expensive.

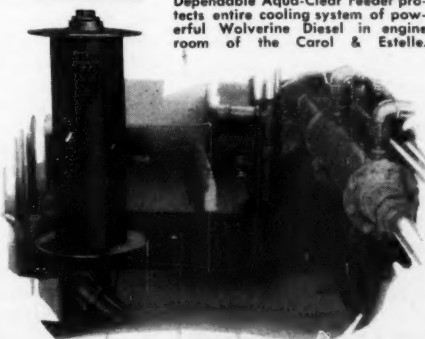
"Since installing Aqua-Clear we have seen no signs of rust building up inside the water passages, or any signs of corrosion anywhere and this is proof that the feeder is doing the job you say it will.

"We are delighted that we bought one as we are sure it will pay for itself many, many times over in savings to us."

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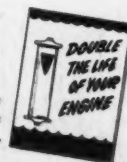
Dependable Aqua-Clear Feeder protects entire cooling system of powerful Wolverine Diesel in engine room of the Carol & Estelle.

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## Gloucester to Have New Fish Freezing Plant

The Gloucester waterfront is to be benefited by a new \$350,000 freezer of four million pound capacity, which will be known as Tricove Cold Storage Co. The co-owners are Capt. Frank Favalora, owner also of Harbor Cove Fisheries, and Nathan Beckoff of Trident Fisheries, Inc. The new freezer space will be for the needs of the two firms concerned, while remaining space will be rented.

The freezer will be capable of freezing 200,000 pounds of fish fillets per day, while its two blast rooms will hold 125,000 lbs. per day. The building will contain four Amerio cabinet freezers, which will freeze 32,000 lbs. of fillets in eight hours.

Capt. Favalora expects that the new freezer will handle some 25 million pounds of fish fillets a year, including both food fish and animal food. The freezer will be under the management of Charles Favalora, son of Capt. Favalora, and is expected to be completed by April 1.

### All Hands on "Newton" Rescued

Ten men in the crew of the gale-swept fishing vessel *Newton* were rescued by an epic feat on Grand Bank last month, just before their leaking ship foundered. Rescue was accomplished by the skipper and crew of the Gloucester dragger *Saint Nicholas*. The skipper, Capt. Salvatore Parisi, maneuvered the *Saint Nicholas* alongside the *Newton*, and the crew jumped from the heaving deck of the *Newton* to safety.

The *Newton*, owned by Mrs. Jean Briniger of Sydney, N. S., had been fishing for ocean perch out of Gloucester under Capt. Peter J. Doucette.

### Season's Biggest Mackerel Day

The Gloucester mackerel seining fleet on October 11 had the best day of a slow mackerel season, when 13 boats reported at Gloucester and Boston with 439,000 lbs., valued to the boat owners and fishermen at \$24,000. The fish were caught some 20 miles off Thacher's buoy.

Gloucester had ten of the seiners with 346,000 lbs., while Boston Fish Pier had three fares totaling 93,000 lbs. The month of October was the best mackerel month of the year, with over 700,000 lbs. being landed at Gloucester and another large supply at Boston.

### New Bill Filed for Fisheries School

State Senator Philip A. Graham of Hamilton has filed a new bill in the State Senate which would authorize the establishment in the city of Gloucester of a School of Fisheries as a branch of the University of Massachusetts.

### Menhaden Landings Show Big Gain

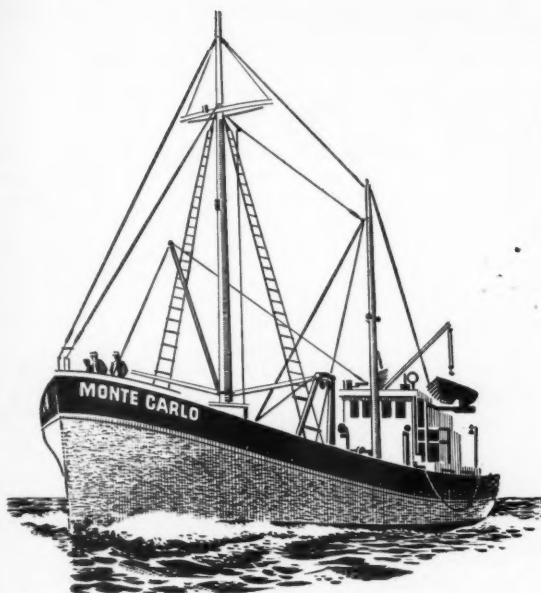
Landings of menhaden at Gloucester during the 1952 season totaled approximately 26 million pounds, an increase of 271 percent over the 1951 total of 7 million pounds. This year's production was the greatest recorded at this port since the return of the menhaden fishery to the New England coast during the past few years.

Total trash fish production sky-rocketed to a new high in the four-month period between June 1 and September 30, when it reached 26,705,000 lbs., or twice as much as the best previous year.

The ocean perch totals from January 1 through September this year amounted to 90,959,000 lbs., compared to the 1951 total for the same period of 138,413,000 lbs., or nearly 48,000,000 less this year. The bulk of the drop was in the period from January 1 through April, the months when a large number of draggers were ground-fishing out of Boston because of greater profit.

### New Whiting Company Operating

A new company known as Shipper's Haven and located on the Slade Gorton property in East Gloucester, is now operating in the whiting business. Roy Shull is one of the partners of the new firm.



# B&W Alpha

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## Massachusetts Line Trawler Used For Haddock Tagging Work

Experimental tagging of haddock on the line trawler *Adventure* was conducted during a recent trip. John Clark and Craig Slater, Fish & Wildlife Service biologists, tagged 700 fish in the areas of La Have, Little La Have and Brown's Banks and in the vicinity of Pollock Rip in the Channel.

The tagging was the first ever attempted in New England waters on line trawl caught fish on offshore grounds, previous tagging attempts having been made on fish caught by otter trawl.

Fishermen are urged to be on the lookout for these tags, and to return them to the Fish & Wildlife Service for a reward of \$1.

## Would Change Legal Lobster Length

Rep. Richard L. Hull of Rockport filed a bill in the State Legislature recently to change the legal length of lobsters caught in Massachusetts to 3 1/16". This was the legal length before the current 3 3/16".

However, there is a new law effective December 1 to increase the legal length to 3 1/4". Francis W. Sargent, director of the Division of Marine Fisheries, has stated that his office would refrain from enforcing the new legal length until disposition was made of the Hull bill next year.

## Trying Out Large Mesh Cod Ends

The Boston trawler *Wisconsin* on a recent fishing trip cooperated with the International Commission for the Northwest Atlantic Fisheries by trying out large mesh cod ends. Aboard the *Wisconsin* were biologists from the Woods Hole laboratory of the Fish & Wildlife Service, helping to conduct the experiments while the boat actively engaged in a regular fishing trip.

They tested two sizes of cod ends, namely 5 7/8" mesh and 6 3/4", as measured dry between knot centers. The former measured 4 1/2" inside when wet after use.

## Landings Top Million on Three Days

On three different days last month the Boston Fish Pier had more than 1,000,000 lbs. of fresh fish landed. On the 14th, 45 boats landed 1,548,400 lbs. of mixed fish, and six seiners hauled for 211,000 lbs. of mackerel.

On the 20th, 34 boats reported with 1,132,600 lbs. fish at market opening, and on the 27th, 41 boats arrived with 1,142,600 lbs.

Reports from the Fish Pier show that in October, a total of 1,132,000 lbs. of mackerel were landed, and the amount paid to the boats for that mackerel was \$90,600.

## "Delaware" Completes Season's Cruises

The experimental freezing trawler *Delaware* completed her Summer's work for the Fish & Wildlife Service early last month, having made 17 trips to the fishing banks since early Summer with scientists aboard. On their final trip, they were gone seven days and caught the fish on Georges Bank.

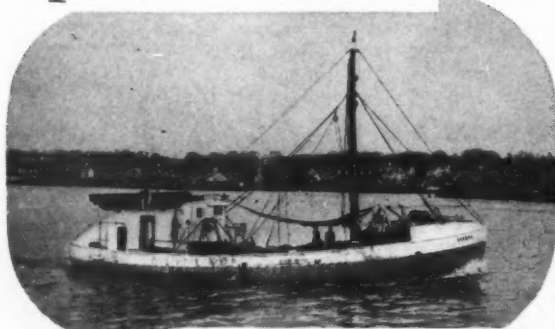
On this cruise 23,000 lbs. of scrod haddock were frozen in sodium chloride brine at temperatures ranging from 3 to 8°F., and were stored in the vessel's cold storage area at approximately 3°F. The remainder of the fish (5,500 lbs. scrod haddock plus 4,000 lbs. of haddock) were gutted and iced in the vessel's iced fish compartment.

Joseph F. Puncochar, chief of North Atlantic Technological Research for the Fish & Wildlife Service, reported that fishing operations from the *Delaware* will be resumed next Spring.

## Selling Whale Steaks

A Central Massachusetts market chain reported last month that it was doing quite a brisk business selling whale steaks. It was the first time in many years that whale steaks had been placed on sale in New England, and they were selling for 69¢ per pound.

## "Special Service"



## From Batteries!

### — WITHOUT EXTRA COST

Ask Ray Adams, who operates the dragger YANKEE, out of Gloucester, what they want in special service from batteries. Like as not you'll agree with their demands and those of operators of many types of fishing boats from Nova Scotia to the Gulf of Mexico that "Special Service" Surrettes have most in dependability, capacity, long life. Yankee's lighting system, depth recorder, radio, radar and other electrical equipment impose "can't fail" demands on her 110-volt set of 8 dependable HHG-21 Surrette "Special Service" Batteries. She's typical of many Surrette-equipped boats.

### Extra CAPACITY, DEPENDABILITY, "RESERVE"

- ★ GREATEST CAPACITY IN LEAST SPACE, 25% more than conventional storage batteries. Capacities that will crank biggest Diesels—up to 1600 H.P. Extra capacity enables you to enjoy the convenience of additional electrical equipment.
- ★ LONGEST LIFE, HIGHEST POWER, PER POUND OF WEIGHT.
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- ★ SPECIALLY ENGINEERED, SPECIAL MATERIALS, FOR MARINE USE: Extra heavy fittings, genuine hard rubber containers.

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SURRETTE STORAGE BATTERY CO., Inc.  
Jefferson Avenue, Salem, Massachusetts



# Surrette

## MARINE BATTERIES



## Redfish Production

(Continued from page 13)

ment would result in a homogeneous distribution of the parasite wherever the redfish occurs.

### Biological Characteristics

Most of our knowledge of the redfish has been based on material gathered from the commercial catch. This has afforded a great deal of knowledge of the quantities and sizes of fish taken, but has left much unknown of the biology of the fish. Since the fish comes from deep water it is rarely observed and almost never taken alive. Consequently, spawning habits, feeding habits and the rate of growth of the fish have not been clearly understood. A resume of the known and unknown facts of the life-history will show something of the results of our research.

Under present classification, *Sebastes marinus* includes both the very large European redfish and the smaller Western Atlantic redfish. Superficially the fishes are identical, but the European fish grows to a much greater size. There is some evidence to indicate the existence of sub-specific differences; however, it is also possible that the differences can be attributed to the fish's response to different ecological conditions.

A study has been started to compare redfish from several of our fishing areas with specimens from more northerly Canadian and European grounds. This is intended to better establish the taxonomic classification of the fish stocks and to endeavor to establish the pattern of growth variations and perhaps find the ecological factors affecting the growth rate.

The size composition of samples of fish taken from the central Gulf of Maine has not changed appreciably since 1936. The most noticeable trend has been the increase in the range of sizes landed, there being more large and more small fish in the catch since 1942. The majority of the fish for all years are mature. This would indicate that the stock, although diminished, has not been reduced dangerously to a point where only small, immature fish remain.

### Age Determination Studies

The length-weight relationship of the redfish shows that an 8" fish, the size at which they first enter the fishery, is a little over half a pound in weight. This is a relatively small fish when compared with other market species, but is a size adaptable to frozen fillet packaging.

A proper understanding of the age and rate of growth of a species is necessary to evaluate the success of year-classes of fish and to analyze the effects of natural and fishing mortality. A method for determining the age of redfish has been difficult to establish. Perlmutter and Clarke in 1949 published a growth curve for immature redfish based on annulus readings from scale impressions which showed the growth rate to be about one inch per year. The scale readings were accurate only through age nine, and since this is about the age when the fish are entering the fishery, it is not applicable for determining the age composition of the commercial sizes.

During the past year we have carried the age determination further, using fish ear-bones or otoliths for reading annulus bands. It is possible to read ages of all commercial sizes of fish, readings into the twenties being common. The highest reading to date has been 41.

Most of our age determination work has been concentrated on fishes from the Gulf of Maine. The growth curve shows that the females grow considerably faster than the males. Although our work on other areas has been only preliminary, it appears that the growth rate may be higher or lower than that of the Gulf of Maine. The growth rate for Western Hole redfish is lower than that for the Gulf of Maine. Age readings of a small sample of large fish from the coast of Norway show that the growth rate is much higher than that of the Gulf of Maine.

### Spawning Season

During 1951 and 1952 much has been learned about the spawning season of the redfish. From our sampling we





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have found that in our area spawning starts earliest out at the eastern end of Nova Scotia and progresses into the Gulf of Maine. We have established for some areas the time of fertilization of the eggs, the length of the incubation period and the length of the spawning season.

Using one-hundred fish samples and recording the percentage of fertilized females, unfertilized females and ripe males it is possible to plot the progress of breeding and spawning. In the Gulf of Maine, fertilization of the eggs starts in March and the first young are spawned about the first of May. The incubation period runs from 50 to 60 days; however, from the onset of fertilization till the last fry are spawned encompasses almost six months.

#### More Mature Than Immature Fish

In considering the breeding potential of a species it is necessary to know the condition and extent of the breeding stocks. This includes knowledge of the ratio of mature to immature fish, the success of the spawning, measured as percent of adult fish spawned, and the fecundity of the females.

In almost all of the areas sampled the mature fish outnumbered the immature fish. In the Gulf of Maine about 72 percent of the catch was of mature fish, whereas on the Nova Scotian banks about 64 percent of the males and 68 percent of the females were mature. Limited samples from the Grand Banks and the Gulf of St. Lawrence show between 85 and 98 percent of the catch to be mature.

The size at which the fish mature varies from one area to the next. In all of the areas sampled, 100 percent of the mature fish were found to be successful breeders. Even in the most heavily fished areas almost three-quarters of the fish available to the fishery are spawners, and an adequate brood stock is being maintained.

The fecundity of the female fish is related to the size of the fish. The larger fish develop larger ovaries and spawn higher numbers of fry; however, the fecundity values vary from one fishing area to another. The rela-

tionship of unfertilized egg-count to length of fish shows that in the Gulf of Maine a 12" fish produces about 48 thousand eggs. The resulting fry count of the same sized fish shows only about 25 thousand fry produced. This is about a 50% mortality during the incubation period, but compared to fish having externally fertilized eggs, it is a relatively low embryo mortality.

In summary, our research shows that the redfish stocks throughout the New England and Nova Scotian region are composed of about three-quarters mature fish, and that the fish are successfully spawning wherever they are found.

### Oysters Successfully Grown in Salt Ponds in Massachusetts

John Mayhew and John Whiting of Martha's Vineyard, Mass., are using a salt water pond of one square mile for commercial growing of oysters. The pond is separated from the ocean by a sand beach. When new water is needed an inlet is dug through the sand to permit the entrance of ocean water. In this manner the salinity is controlled within ranges which are desirable to the oysters.

This is believed to be the first successful example of commercial pond culture of oysters, although oysters have been grown successfully in tanks on many occasions in the past. Dr. Robert Lunz, Bears Bluff Laboratory, South Carolina, in recent years has been able to grow oysters on a limited scale in ponds there.

The business in Massachusetts, however, is more than an experiment. Oysters spawn, set, grow and mature, and set again. The yield is marketed as set or ultimately as market stock. This oyster culture project has been in operation for five years. Others on Martha's Vineyard have seen the possibilities of growing oysters in salt ponds, and another such pond is now being constructed.

# Equipment and Supply Trade News

## Evinrude Publishes Outboard Service Manual

The Evinrude Motors Service Department has announced the publication of a new 300-page service manual for outboard dealers and repairmen. It is fully illustrated and contains authentic factory information on how to maintain, repair and overhaul the complete line of Evinrude motors. From the 4-color plastic coated cover to the 16-page table specifications on every Evinrude motor built since 1909, the manual is truly a service man's "bible".

The book is almost an inch thick and includes the following: 43 exploded views indexed in order of assembly, 16 sectional and cutaway views, 335 illustrations showing how to service every part of the motor, 51 individual data bulletins with specific information on each motor, 43 pages of tables and data on all Evinrude motors, 292 pages of information from "How an Evinrude Motor Works" to "How to Overhaul the Cruis-a-Day Gas Tank".

The manual is divided into 10 separate sections covering general service information, ignition, carburetor, power head, lower unit, fuel tank, simplex starter, special tools, specifications, charts and index.

The manuals sell for \$5.00, and this price includes supplements for the next five years covering each new Evinrude motor produced. Checks or money orders should be sent to the Service Manager, Evinrude Motors, Milwaukee 16, Wis.

## Dale Plastics Offers New Gill Net Float

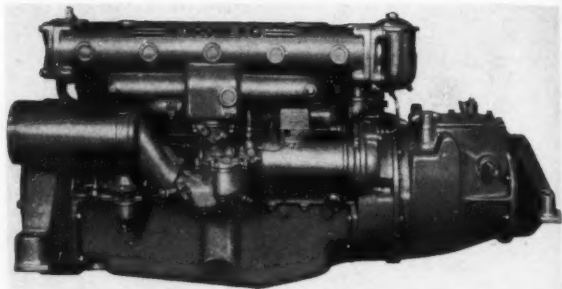
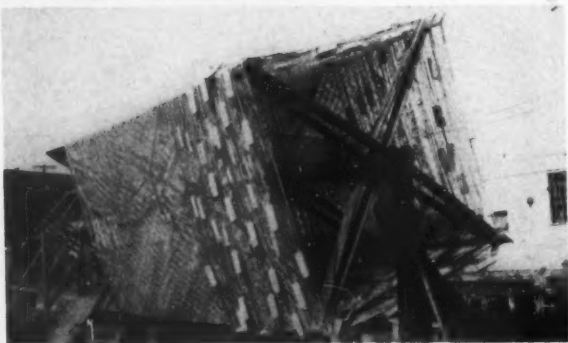
Fishermen along the Maine Coast and on the Great Lakes are reported to be getting good results with a new type of Plastic Fishing Float developed by Dave Zubrin and W. E. "Bill" Francis. It is manufactured by Dale Plastics Corp. of Detroit, of which Mr. Zubrin is president and Mr. Francis is vice president in charge of the sales division.

The Dale firm has spent over three years in research



Left: W. E. "Bill" Francis, vice-president in charge of the Sales Division, Dale Plastics Corp., holding the Dale plastic floats.

Reel of nylon gill nets equipped with the new Dale plastic floats. The net is made with Starr netting and Brownell Nylon maitre cord and hanging twine, and is used on the 40' gill netter "Hirshals" of Portland, Me.



The 110 hp. Nordberg Bullet gasoline marine engine. This high speed, lightweight four-cycle engine has six cylinders of 3 7/16" bore and 4 3/4" stroke and develops its rated horsepower at 3400 rpm.

work in developing a plastic float that will withstand pressures at depths of from 150 to 200 fathoms of salt or fresh water, as well as being unaffected by the common types of bacteria found in water.

Most of the experimental fishing on Portland type gill nets was done by Capt. Harry Christensen, who operates the *Dauntless* and *Anna C.* out of Portland, Maine. Capt. Ole Mikkelsen and Ejnar Haugard, owners of the *Hirshals*, also have fished with the Dale Plastic Floats. At Portland, the floats have been in use for two years and to date have not needed replacement because of corrosion or leakage.

Dale now is manufacturing three types of plastic gill net floats, which have patented construction. Around the first of the year, the Company will be producing seine floats, lobster toggles, and other floats that will withstand up to 500 fathoms; also plastic gill net boxes.

"Bill" Francis, who was formerly New England representative for the Fish Net and Twine Co., has been working with the commercial fishing industry for the last thirty years. He has organized a new firm, W. E. "Bill" Francis Associates, Inc., Browns Wharf, Box 1556, Portland, Me., to handle sales of the Dale floats and other fishing equipment.

Present distributors of the floats include The Harris Co. of Portland, Me., Gundry-Pymore, Ltd., Moncton, New Brunswick, and Ontario Fishermen's Cooperative.

## Allis-Chalmers Guide to Pump Selection

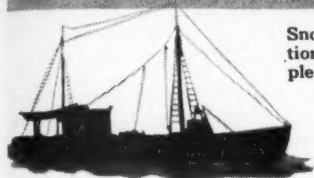
Allis-Chalmers broad line of centrifugal pumps applicable to most industries is highlighted in a new "Handy Guide to Selection of Centrifugal Pumps" released by the company. Copies of the booklet, No. 52C6059J, are available upon request from Allis-Chalmers Manufacturing Co., 1130 S. 70th St., Milwaukee, Wis.

In addition to covering general purpose, double suction, multi-stage, special purpose, marine and mixed and axial flow pumps, the bulletin has a head-capacity table for single stage, double suction Allis-Chalmers pumps. Special purpose pumps mentioned include solids-handling, rubber-lined, process, fractional horsepower and coolant and circulating units.

## Booklet on Caterpillar Engine Attachments

"Attachments for Your Caterpillar Diesel Engine" is a 32-page booklet published especially for anyone considering an engine installation. The pamphlet, Form 30338, is available from Caterpillar dealers or from Caterpillar Tractor Co., Peoria 8, Ill. It contains the most complete selection of attachments ever presented by

# ADD VALUABLE YEARS WITH S-N GEARS



Snow-Nabstedt has manufactured top quality Reverse and Reduction Gears for 46 years. Our gears have increased the usefulness of pleasure and commercial boats everywhere.

"Pioneer", veteran dragger of Boston, was repowered with a 175 H.P. Cummins Diesel with S-N superior cone clutch and the heavy duty herringbone reduction Gear.

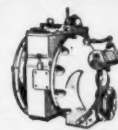
"Catherine Paladina", a 22-year-old otter trawler of A. Paladina, Inc., Calif., was repowered with a 270 H.P. "Cat" Diesel using S-N push button air-controlled Gears.



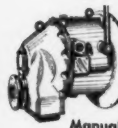
"Henry O. Underwood" of Jonesport, Me., first of the new designed sardine carriers, was equipped with 160 H.P. Buda Diesel and S-N balanced reverse Gear which transmits 100% engine speed in reverse.



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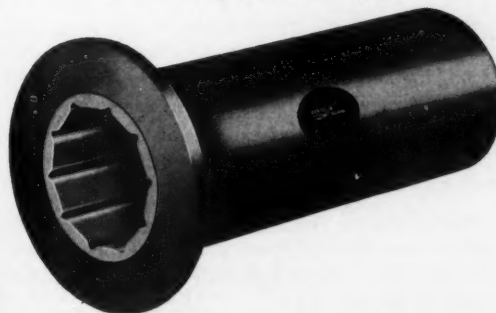


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Soft rubber, water lubricated, Cutless bearings give years of trouble free service on fishing vessels. Resist heat, oil, and wear. Quiet and protect shafts too. There is a size and type to fit your boat.

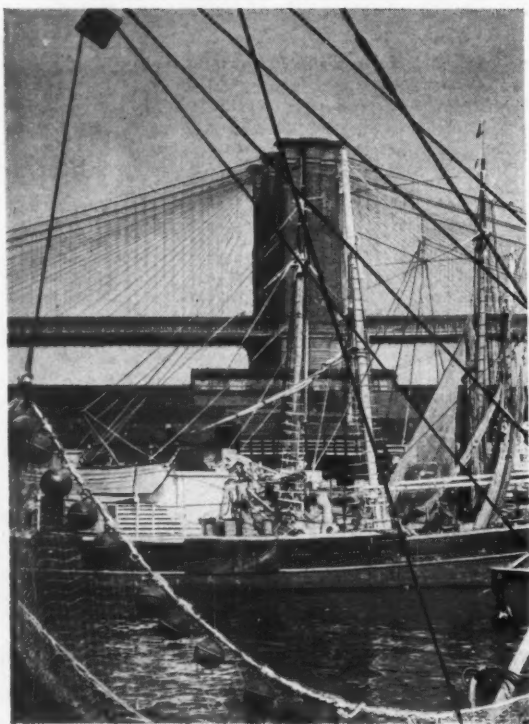
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# WIRE ROPE

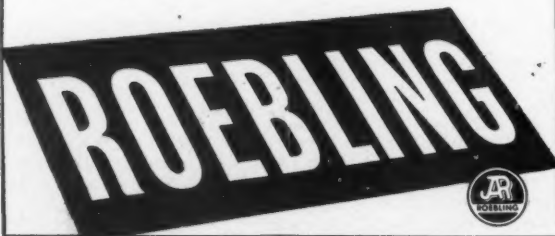


## You'll always get more for your money with Roebling

JUST MENTION wire rope, and almost every fisherman will think of Roebling. That's only natural, for Roebling made the first wire rope produced in America. But, more important, we've always been out front in developing better wire ropes for every type of service on land and sea.

Roebling Wire Ropes are your one best buy for long life and dollar savings. Every step in making the steel and in drawing and stranding the wire for these ropes is precision-controlled to assure top quality and 100 per cent dependability.

Your Roebling Field Man will be glad to recommend the best rope for each particular purpose. Write or call him at your nearest Roebling branch office. John A. Roebling's Sons Company, Trenton 2, New Jersey.



Caterpillar in booklet form. The attachments are pictured and described in such a way as to show just where they are used and what they do.

Fully indexed, the booklet starts the reader at the engine base and concludes with a discussion of exhaust devices. In between are many other attachments for Caterpillar's 12 sizes of industrial, electric set and marine Diesel engines.

Caterpillar indicates that the main purpose of the booklet is to help provide for a well-planned engine installation. Such an installation can be made, according to the manufacturer, by adapting its engines to the job with available attachments.

## Changes in Columbian Rope's Chicago Branch

Several changes have taken place recently in the personnel of Columbian Rope Company's Chicago branch. George S. Prechtel, manager for several years, has joined the Edwin H. Fittler Co., Philadelphia, as sales manager. The Fittler Co. is a wholly owned subsidiary of the Columbian Rope Co. O. H. Tyberg, who has been with Columbian's Chicago office since 1931, replaced Mr. Prechtel as manager, and Henry C. Small was appointed to the territory formerly covered by Mr. Tyberg.

Mr. Prechtel joined Columbian in 1920. From a mill trucking job he moved through the various departments learning manufacturing processes. Following a period in the Fibre Department he joined the Sales Department and in 1927 moved to the western Chicago territory. In 1948 Prechtel was appointed manager of the Chicago branch.

## New Gray Distributors in New York Area

Leston W. Cloak, formerly executive vice-president of Bowler, Holmes & Hecker Co., and active member of the Marine Trades Association, has formed a new company for distribution of Gray Marine engines, serving the area previously covered by Bowler, Holmes & Hecker, excepting Northern New Jersey.

The new company, Leston W. Cloak Marine Corp., is located at 309 Sunrise Highway, Lynbrook, Long Island, New York.

The new location of Bowler, Holmes & Hecker Co. will be at 123 Chambers St., New York City, under the management of George H. Bowly, and products handled will include Federal propellers, bronze and Monel shafting, Bowers batteries, Marine Products pumps, Aqua Clear products, and other equipment items. H. E. Holmes, president of the Company, will be semi-retired.

Mack Boring & Parts Co., 266 Halsey St., Newark, N. J., has been appointed as Graymarine distributor serving the Northern New Jersey area. The company is owned and managed by E. McGovern and his son, Ed McGovern, Jr.

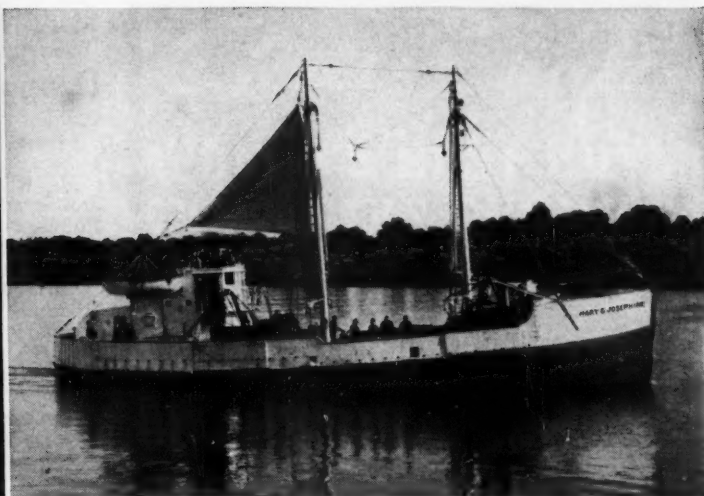
## Bartels Named Raytheon Sales Engineer

The appointment of Ralph H. Bartels as sales engineer for the New York District has been announced by Raytheon Manufacturing Co., Waltham, Mass. Mr. Bartels has a comprehensive sales and service background in the electronic industry. He enlisted in the United States Coast Guard in 1939 where he won rapid promotion and, at the time of his discharge, was serving as officer-in-charge of Fire Island Radio Direction Finder Station off Long Island, N. Y.

## Bulletin on Atkomatic Electric Valves

Information on industrial applications of Atkomatic solenoid valves is now available in the form of a bulletin from The Atkomatic Valve Co., 545 West Abbott St., Indianapolis, Indiana. The bulletin deals with individual applications such as hydraulic operations, steam, air, gas and show typical operating diagrams. Atkomatic valves are distributed nationally through representatives in most cities coast to coast.

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The "Mary and Josephine", 100' high-liner owned by its Captain, Custodio Cecilio, Jr., and Producer's Fish Company. Fishes out of Gloucester with 12-man crew. Lands up to 250,000 pounds each trip. Equipped with Bowers MLL-25, 114-volt, 440 ampere hour Marine Batteries.

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**BOWERS BATTERY & SPARK PLUG CO.**  
Reading, Pennsylvania

Other Plants at Boston, Mass. • Paterson, N. J. • Macon, Ga.

## Successful Oyster Culture

(Continued from page 18)

ence in swarms, surveys of the water may reveal areas to which eyed larvae are brought by the currents but where absence of cultch has made it impossible for the larvae to reveal their presence. Also unless test shells are very carefully and closely followed during the setting period the spat may be destroyed so rapidly by drills or other enemies as to give the impression that no set has occurred.

Obstructions to movement of the tide will produce eddies which often act as traps to capture the larvae as they pass by. This is one of the chief advantages of planting shells in chicken wire bags or in windrows.

Intensely heavy sets of oysters strike year after year on the Cape May shores of Delaware Bay. Younger stages of the oyster larvae are seldom seen here, but the eyed larvae ready to set appear suddenly at approximately mid tide and at the surface in such numbers that over 1000 have been taken in a 5-minute tow with a #8 bolting cloth net. As the speed of the flood tide slackens toward high water, the larvae disappear from the upper water and settle to the bottom 6 to 7 feet below where they set.

Only on two occasions have we found any larvae here during ebb tide and these were in surface currents away from the shore set up by strong east winds. Oyster growers who have shelled this shore for years have noted the sparse sets when strong offshore winds have continued day and night during the spawning season. Southerly and onshore winds on the contrary they have associated with good sets.

### Water Circulation Patterns

Circulation patterns of the water in Delaware Bay are beginning to emerge as the result of extensive current studies. On the basis of present knowledge we believe that the younger larvae are carried well down the Bay toward Brandywine Shoal, but as they get older and spend more time at lower levels they are carried by suc-

cessive stages back toward the beds from which they originally came.

Coming in toward the Cape May flats with the flood tide and at levels close to the bottom they are carried to the surface as the incoming tide strikes the steep offshore face of the outer bar and is deflected upward. With southerly or onshore breezes they are carried the quarter of a mile from the edge of the bar to the very shore transported by surface wind driven currents. With strong offshore easterly winds, however, they are carried away from the shore in surface currents and may at slack water settle to the bottom to give heavy sets on the shells planted as far off as Deadman's Shoal five miles away. Heavy spatfalls often occur far from parent oysters as they have done every year but two since 1927 on the Cape May flats of Delaware Bay.

As to how far oyster larvae may be carried from the beds where the eggs were spawned, I know of only one case in which there is absolute proof. Dr. C. Roy Elsey of British Columbia told of finding one spat of the Pacific or Japanese oyster *Crassostrea gigas*, on a boulder of some 5 to 7 tons five miles from the only bed of these oysters within approximately 30 miles. That boulder wasn't dropped off an oyster boat; that spat came from an oyster larva which was carried those five miles by currents.

We do have good evidence that a fine brood of oyster larvae of setting size was carried from the mouth of Cedar Creek, Barnegat Bay, some three miles to the vicinity of Barnegat Pier in a single evening Spring tide with strong southerly wind.

Dr. E. B. Perkins, working with us in 1929 to 1931, showed that oyster larvae are found in greatest numbers in their vertical distribution where the current is strongest. This is true, however, only when the salinity is relatively uniform from top to bottom. With salinity gradients as they occur in Barnegat Bay, however, the greatest numbers of oyster larvae were found just above the level where a sharp increase in salinity began.

# Cut Costs with DALE PLASTIC FLOATS Proven in Service



150-250 Fathom Guarantee in salt water

The Dale Plastic Gill Net Float has been used successfully during the past three years by Maine and Great Lakes gill netters. They have found by experience that it saves them money. The float is designed especially for gill netting, and has maximum durability.

- Plastic Costs Less
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At present Dale Plastics Corp. is manufacturing three types of gill net floats. Around the first of the year, Dale will be producing seine floats, lobster toggles, and other floats that will withstand up to 500 fathoms; also plastic gill net boxes.

*Free Samples and prices furnished on request*

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## New Bedford Has Several Dragger Change Hands

Several New Bedford fishing vessels have changed owners recently, including the 82-ft. scalloper *Doris Gertrude*, which has been sold by Johan Johannessen, his brother and uncle, to Joshua W. Murphy and his two sons, Joshua, Jr. and Kies P. Murphy. Kies is skipping the craft, which left New Bedford for its first trip under the new ownership on October 23.

Morris Phillips of New Bedford and Albert Grant of Tiverton, R. I. are the new owners of the 84-ft. dragger *Louise*. She is being converted to scalloping at Peirce and Kilburn's, and will be skippered by Capt. Karre Ogaard of New Bedford.

Stephen Tripp of New Bedford and Andrew Olejask of Wilson, Conn., new owners of the 60-ft. *Sankaty Head*, are having the vessel's bottom recaulked and some new planking put in at Kelley's.

The fishing vessel *Mishaum* has been sold to Charles P. Furtado of Fairhaven, and the *Palmer's Island* is now owned by Daniel P. Mullins of New Bedford.

## Scallop Catch Outweighs Fish Landings

For the first time in many months the amount of scallops landed at New Bedford outweighed the amount of fish landed. On the 29th of October a total of 58,041 lbs. of scallops were landed, while only 25,600 lbs. of fish—far below the daily average—were brought in.

## Fish Lumpers' Contract

Rough draft of a contract between the Seafood Producers Association and Local 1749, Fish Lumpers Union, was completed on October 28 by representatives of the two industry groups. The draft will be submitted to the respective organizations for changes and approval.

The two groups are in harmony on most of the points of the proposed agreement, and the contract will bind approximately 65 lumpers as employees of the Association, a status granted them through an NLRB ruling a year ago. An increase in wage rates is one of the items of the contract.

## Repairing and Outfitting Activities

The 45-ft. dragger *Serafina*, owned by Clementina De-Mello, which was damaged by fire recently while tied up at the Vineyard, is at D. N. Kelley & Son, Fairhaven, for repairs. Her fo'c's'le is being rebuilt, her fore deck re-framed and planked and a paint job is being done.

A Model D337 Caterpillar engine is being installed aboard the 61-ft. dragger *Victor Johnson* at the Hathaway Machinery Co. The engine develops 170 continuous horsepower, and swings 52 x 40 Columbian wheel through 4:1 Snow-Nabstedt reduction gear. Louis Skinner and John O'Malley of New Bedford are the owners of the *Victor Johnson*.

The *Solveig J.*, owned by Mrs. Christina Jacobsen of New Bedford, has a new RCA radar unit. It was purchased from Edward Jacobsen of Boston.

A Model 41 Apelco radiotelephone has been installed on the scalloper *Dagny*, and the *Eleanor and Elsie* has a Bludworth Port Pilot direction finder.

The *Brant*, owned by Donald McClelland of Marion, is having a 250 hp. Wolverine engine with 3:1 Snow-Nabstedt reduction gear installed at Bridgeport, Conn. The *Little Joe*, owned by Capt. Jerome Pallazola of Gloucester, is at Bridgeport to have a 225 hp. turbocharged Wolverine installed, with 3:1 Snow-Nabstedt reduction gear.

## Demand for Bay Scallops Good

The demand for bay scallops this year is expected to far outrun the supply, as the shellfish have been decreasing rapidly during the last few years. The retail price of 98¢ per pound has held since the season opened. Bay scallopers usually dredge off local shores in depths no greater than 6 feet.



# Fish Landings

## For Month of October

Hailing fares. Figure after name indicates number of trips.

### NEW BEDFORD

Adventurer (4)	57,500	Kelbarsam (2)	29,200
Annie Louise (2)	10,500	Liberty (1)	10,100
Annie M. Jackson (4)	91,200	Little Sam (2)	26,500
Arnold (4)	45,200	Magellan (3)	107,000
Arthur L. (1)	34,000	Maria-Julia (3)	29,700
Automatic (2)	10,300	Martha E. Murley (2)	58,900
Babe Sears (1)	23,000	Mary & Joan (2)	86,000
Bellantrae (2)	15,600	Mary J. Hayes (2)	51,000
Barbara (1)	7,200	Mary M. (2)	12,500
Barbara M. (1)	18,500	Mary Tapper (2)	38,800
Capt. Deebold (3)	55,800	Minnie V. (2)	17,100
Carl Henry (1)	34,000	Molly & Jane (4)	47,500
Chas. E. Beckman (3)	31,200	Noreen (3)	105,200
Charlotte G. (2)	29,500	Pauline H. (3)	176,100
Christine & Dan (2)	31,500	Peter & Linda (1)	14,000
Connie F. (3)	97,500	Phyllis & Mary (1)	8,000
C. R. & M. (1)	12,800	Phyllis J. (3)	19,500
Dauntless (3)	47,800	Roberta Ann (2)	57,100
Edith (1)	14,800	Rosemarie V. (2)	40,600
Elva & Estelle (3)	36,400	R. W. Griffin, Jr. (2)	47,000
Eugene & Rose (1)	16,500	St. Ann (2)	62,600
Felicia (1)	44,400	Santa Cruz (1)	19,000
Gannet (2)	84,500	Sea Fox (2)	24,400
Gertrude D. (2)	19,300	Sea Hawk (2)	64,500
Gladys & Mary (3)	93,400	Shannon (4)	71,000
Growler (3)	87,100	Solveig J. (2)	88,500
Harmony (3)	75,800	Sonya (1)	12,500
Hope (1)	7,000	Southern Cross (3)	33,000
Hope II (2)	55,000	Stanley B. Butler (3)	175,000
Huntington Sanford (2)	39,800	Susie O. Carver (3)	35,500
Irene & Mabel (1)	10,800	Teresa & Jean (3)	159,200
Ivanhoe (4)	78,800	Three Pals (3)	44,300
Jacintha (3)	113,500	Two Brothers (3)	14,700
Janet Elise (1)	3,200	Venture 1st (2)	54,500
Joan & Tom (2)	16,700	Victor Johnson (2)	39,700
Joan & Ursula (3)	82,500	Viking (3)	102,300
John G. Murley (3)	103,000	Virginia (2)	76,200
Junojaes (4)	93,500	Whaler (3)	109,000
Katie D. (3)	119,200	Winifred M. (2)	12,500

### Scallop Landings (Gallons)

Abram H. (2)	2,033	Lubenray (2)	1,925
Agda (2)	1,833	Major J. Casey (1)	650
Alpar (3)	3,099	Malene & Marie (2)	2,222
Amelia (2)	2,700	Malvina B. (2)	1,680
Antonina (2)	450	Marie & Katherine (2)	1,288
Antonio (2)	1,466	Mary Anne (3)	3,710
B & E (1)	444	Mary Canas (2)	1,222
Barbara (2)	1,277	Mary E. D'Eon (2)	2,321
Bobby & Harvey (2)	2,569	Mary J. Landry (2)	1,243
Bright Star (1)	1,125	Mary R. Mullins (1)	555
Camden (1)	1,366	Moonlight (3)	2,966
Carol & Estelle (2)	2,636	Muskegon (1)	666
Catherine & Mary (2)	2,122	Nancy Jane (2)	2,236
Charles S. Ashley (2)	2,180	New Bedford (2)	2,525
Christina J. (2)	1,355	New Dawn (1)	777
Dagny (1)	97	Newfoundland (1)	600
Dorothy & Mary (2)	2,333	Olive M. Williams (2)	2,222
Eleanor & Elsie (3)	2,077	Pelican (1)	1,125
Elizabeth N. (2)	2,168	Porpoise (2)	1,632
Ethel C. (1)	888	Red Start (3)	3,416
Eunice-Lillian (3)	3,020	Richard Lance (2)	1,666
Fairhaven (2)	2,800	Rosie II (1)	400
Flamingo (2)	2,333	Sea Hawk (3)	1,499
Fleetwing (2)	2,476	Sea Ranger (2)	2,000
Friendship (2)	2,166	Smillyn (1)	1,125
Gambler (2)	1,333	Sunapee (2)	1,333
Janet & Jean (1)	900	The Friars (1)	1,000
Jerry & Jimmy (2)	2,347	Ursula M. Norton (3)	3,624
Josephine & Mary (2)	2,388	Virginia & Joan (1)	500
Kingfisher (2)	2,250	Vivian Fay (2)	2,733
Lainee K. (2)	733	Wamsutta (2)	1,555
Liboria C. (2)	2,125	Wm. D. Eldridge (2)	2,250
Linus S. Eldridge (2)	2,333	Wm. H. Killigrew (2)	2,336
Louis A. Thebaud (2)	1,422		

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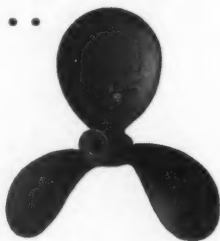
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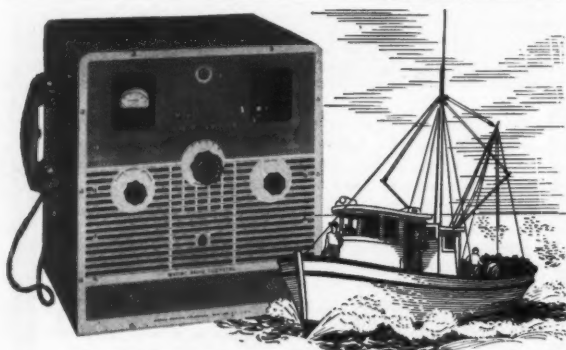
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## BOSTON

Acme (7)	87,500	Maris Stella (2)	87,200
Addie Mae (6)	53,000	Marsala (3)	77,200
Adventure (L.T.) (2)	128,500	Mary & Jennie (7)	56,400
Agatha & Patricia (1)	47,900	Mary W. (1)	50,000
Alden (4)	157,500	M. C. Ballard (2)	116,800
Alphonso (4)	14,700	Michael G. (6)	75,900
Angie & Florence (3)	55,600	Michigan (2)	218,400
Annie & Josie (6)	56,700	Mother of Grace (5)	51,000
Arlington (2)	268,300		
Atlantic (1)	69,000	Nancy B. (3)	81,000
Ave Maria (Dragger) (6)	93,000	Natale III (5)	139,500
Ave Maria (O.T.) (2)	78,400	Neptune (2)	144,800
		Nyanza (3)	41,700
Barbara C. Angell (3)	141,800		
Bay (3)	272,800	Ohio (2)	155,600
Bonnie (3)	246,700	Olivia Brown (1)	24,100
Bonnie Lou (3)	150,300	Olympia (3)	90,800
		Olympia La Rosa (3)	86,000
California (1)	12,300		
Calm (2)	138,600	Fam Ann (3)	170,700
Capt. Drum (1)	35,000	Phantom (3)	227,500
Carmella Maria (4)	32,500	Plymouth (2)	153,300
Catherine B. (Dragger) (4)	98,400	Princess (5)	67,900
Catherine B. (L.T.) (7)	35,300		
Catherine T. (3)	97,600	Quincy (3)	256,500
Cigar Joe (4)	124,300		
Comet (3)	225,200	Racer (3)	276,900
Crest (3)	247,100	Raymonde (3)	146,200
		Red Jacket (3)	300,700
Delaware (1)	28,000	Resolute (1)	19,700
Diana C. (4)	69,300	Richard J. Nunan (2)	37,500
Dorchester (3)	164,800	Roma (7)	73,900
Drift (1)	75,000	Rosalie D. Morse (3)	21,100
		Rose & Lucy (1)	24,000
Eleanor (3)	65,000	Rosemarie (3)	88,000
Elizabeth B. (2)	141,100	Rosemary (5)	46,000
Emily H. Brown (3)	194,500	Rosie (6)	68,600
Esther M. (3)	288,600	Rosie & Gracie (3)	68,500
		Rush (3)	257,800
Famiglia (2)	27,600		
Flying Cloud (3)	414,500	Sacred Heart (6)	43,300
4-C-688 (6)	20,100	St. Anna (8)	53,000
4-G-673 (1)	1,700	St. Bernadette (3)	147,000
4-H-823 (7)	29,300	St. Joseph (3)	89,500
4-R-630 (2)	12,200	St. Michael (5)	22,700
Frances L. McPherson (1)	52,500	St. Peter (4)	101,500
		St. Peter II (2)	145,200
Helen M. (2)	51,000	St. Rosalie (2)	71,100
Hilda Garston (2)	134,000	San Antonio II (6)	53,100
		San Calogero (7)	93,000
Ida & Joseph (4)	143,000	Santa Maria (2)	47,700
		Santa Rita (5)	31,600
J. B. Junior (5)	171,000	Santa Rosalia (7)	34,600
J. B. Junior II (2)	15,500	Savoia (7)	32,800
Jean & Patricia (3)	97,000	Sebastiana C. (1)	30,100
Jennie & Julia (2)	49,000	Six Bros. II (3)	11,900
Jennie & Lucia (2)	68,800	Surge (3)	230,300
Joe D'Ambrosio (3)	7,700	Swallow (3)	191,200
Josephine F. (6)	31,300		
Josephine P. II (2)	33,100	Texas (3)	224,400
Josie M. (5)	79,300	Thomas Whalen (3)	190,600
		Triton (3)	203,000
Leonarda (5)	19,300	Two Pals (4)	25,300
Leonard & Nancy (3)	96,900		
Little Nancy (2)	56,800	Victory (1)	23,000
Lorine III (3)	56,600	Vincie N. (2)	74,500
Lucky Star (2)	123,800		
		Wave (3)	280,200
Mabel Mae (3)	145,400	Weymouth (3)	215,300
Madonna (1)	22,300	Wm. J. O'Brien (2)	164,500
Maine (3)	294,300	Winchester (3)	230,300
Margaret Marie (4)	34,000	Wisconsin (3)	272,400
Maria Christina (6)	25,800		
Maria Del S. (5)	35,900	Yankee (4)	139,000
Marietta & Mary (4)	67,800		

## Swordfish Landings (No. of Fish)

Christine & Dan (1) 40

## WOODS HOLE

Barbara Jean (1)	3,000	Irene (2)	7,500
Bernice (4)	8,800		
Cap'n Bill (1)	23,400	J. Henry Smith (2)	5,700
Cap'n Bill II (1)	39,900	Julia K. (1)	9,300
Carl Henry (1)	16,900		
Carl J. (2)	5,300	Madeline (1)	3,700
		Mary M. (1)	3,900
Dolly & David (2)	3,500	Morning Star (2)	1,700
Dorothy & Edith (1)	300		
		Petrel (2)	20,100
Edith (1)	5,500	Priscilla (1)	11,900
Elva L. Beal (1)	2,400	Priscilla V. (2)	41,000
Etta K. (4)	18,700	Pvt. Frank T. Kessler (1)	4,500
Eugene H. (4)	86,300		
		Southern Cross (4)	23,200
Gannet (1)	3,100		
Hope (1)	7,100	Three Bells (4)	19,500
		Winifred M. (2)	3,900

## Scallop Landings (Gallons)

Bright Star (1)	1,020	Newfoundland (1)	125
Camden (1)	1,125		
Frances J. Manta (1)	285	Palestine (1)	933
		Pearl Harbor (1)	1,125
Janet & Jean (1)	941	Pelican (1)	1,039
		Porpoise (1)	801
Maridor (1)	755		
Marmax (1)	1,125	Rosie II (1)	395
Nancy Jane (1)	888	The Friars (1)	1,083
		3 & 1 & 1 (1)	370

## GLOUCESTER

37,200	Alden (2)	10,000	Lucy Scola (7)	38,000
77,200	Althea (5)	68,000	Madame X (3)	16,500
56,400	Alvan T. Fuller (2)	189,000	Madonna De Trapani (3)	32,000
116,800	American Eagle (7)	93,000	Malinda B. (1)	5,000
75,900	Anna Guarino (6)	33,500	Maiolo (2)	150,000
218,400	Ann & Marie (4)	16,000	Manuel F. Roderick (1)	90,000
51,000	Annie (6)	41,500	Margie L. (3)	25,000
81,000	Annie II (5)	21,000	Maria Immaculata (8)	104,000
139,500	Anthony & Josephine (8)	88,000	Marion & Alice (2)	229,000
144,800	Atlantic (2)	98,000	Marjorie L. (1)	5,000
41,700	Baby Rose (2)	196,000	Mary (9)	93,500
155,600	Benjamin C. (2)	400,000	Mary & Josephine (2)	370,000
24,100	Billy B. (1)	10,000	Mary E. (2)	*9,000
90,800	Bobby & Jack (1)	50,000	Mary Jane (2)	197,000
86,000	Bonaventure (2)	240,000	Mary Rose (1)	145,000
	Brookline (2)	428,000	Mary W. (2)	15,000
			Mayflower (3)	22,000
170,700	California (1)	30,000	Meilena II (4)	28,000
227,500	Capt. Drum (5)	89,500	Michael F. Dinamore (2)	141,000
153,300	Cara Cara (1)	143,000	Mocking Bird (1)	95,000
67,000	Carlo & Vince (8)	64,500	Mother Ann (2)	465,000
256,500	Carol Ann (1)	145,070	Natalie III (1)	4,000
	Catherine (2)	5,000	Natalie B. (1)	2,500
276,900	Catherine Amiraunt (2)	370,000	No More (5)	20,500
146,200	Catherine L. Brown (2)	250,000	Nova Luna (6)	29,000
300,700	Chanco (2)	193,000	Novelty (6)	53,000
19,700	Charlotte M. (2)	238,000	Nyanza (1)	9,000
37,500	Chebeague (6)	37,000		
73,900	Cherokee (2)	117,000	Ocean Life (2)	700,000
210,100	Clipper (2)	287,000		
24,000	Columbia (2)	360,000	Paul Howard (2)	315,000
88,000	Curlew (2)	320,000	Phillip & Grace (2)	255,000
			Pilgrim (2)	315,000
46,000	Dartmouth (2)	202,000	Pioneer (5)	33,500
68,600	Dawn (4)	20,500	P. K. Hunt (2)	249,000
153,300	Delphin (2)	245,000	Positive (1)	100,000
257,800	Doris E. (1)	3,500	Princess (1)	14,000
	Doris F. Amaro (2)	157,000	Providence (2)	6,000
			Puritan (1)	120,000
43,300	Edith L. Boudreau (1)	180,000	Resolute (1)	16,000
53,000	Eleanor (3)	71,000	Ronald & Mary Jane (1)	143,000
147,000	Eleanor Mae (5)	31,000	Rose & Lucy (6)	76,000
89,500	Ernie II (1)	1,000	Rosemarie (3)	41,500
22,700	Estrella (1)	200,000	Rosie & Gracie (3)	57,000
101,500	Eva M. Martin (2)	6,000	Rosie C. (3)	14,000
145,200	Evelina M. Goulart (2)	105,000	Rosie II (1)	4,000
71,100			Sacred Heart (9)	57,000
53,100	Falcon (6)	73,000	St. Anthony (1)	140,000
93,000	Felicia (2)	400,000	St. Francis (8)	72,500
47,700	Florence & Lee (2)	345,000	St. John (6)	45,500
31,600	Frances R. (8)	101,000	St. Mary (6)	89,000
34,600	Francis L. MacPherson (1)	54,500	St. Nicholas (1)	180,000
32,800	Frankie & Jeanne (2)	12,500	St. Peter II (1)	125,000
30,100			St. Providence (8)	73,500
11,800	Gertrude E. (6)	19,400	St. Victoria (2)	65,000
230,300	Golden Eagle (3)	403,000	Salvatore (4)	17,500
191,200			Salvatore & Grace (6)	108,000
224,400	Hazel B. (2)	227,000	Santa Lucia (5)	35,000
190,600	Holy Family (1)	125,000	Santo Antonina (4)	69,000
203,000	Holy Name (5)	67,000	Sea Queen (2)	75,000
25,300	Ida & Joseph (3)	51,000	Sebastiana C. (3)	40,000
23,000	Immaculate Conception (5)	87,000	Serafina N. (6)	88,000
74,500			Serafina II (5)	76,000
280,200	Jackie B. (4)	60,500	Skilligolee (1)	25,000
215,300	Jackson & Arthur (6)	41,500	Sunbeam (2)	27,000
164,500	J. B. Junior (2)	45,000	Sunlight (2)	308,000
230,300	Jean & Patricia (3)	17,000	Superior (1)	100,000
272,400	Jennie & Julia (6)	93,000	Sylvester F. Whalen (2)	325,000
	Johnny Baby (3)	18,000		
	Joseph & Lucia (2)	300,000	Theresa M. Boudreau (1)	140,000
139,000	Josie II (6)	43,000	Tina B. (1)	92,000
	Julie Ann (2)	270,000	Trimembr (4)	26,000
	Killarney (1)	180,000	Victory (2)	40,000
	Kingfisher (2)	440,000	Villanova (2)	430,000
			Viola D. (5)	37,000
	Lady of Fatima (2)	445,000	Virginia Ann (5)	37,000
	Lady of Good Voyage (2)	202,000		
7,500	Lawson (1)	60,000	We Three (7)	82,500
	Limit (2)	16,000	White Owl (6)	38,500
5,700	Linda B. (4)	19,500	Whitstone (1)	33,000
9,300	Little Flower (6)	99,000	Wild Duck (2)	260,000
	Louis T. (5)	56,000		
3,700	Lone Ranger (7)	37,000		
3,900				
1,700				
20,100				
11,900				
41,000				
4,500				

## STONINGTON, CONN.

23,200	America (1)	4,600	Marise (10)	10,400
19,500	Bette Ann (11)	5,900	Mary A. (8)	6,600
	Betty Boop (4)	7,100	Mary H. (9)	2,900
3,900	Carl J. (6)	27,400	New England (2)	17,200
	Carol & Dennis (8)	39,400	Old Mystic (12)	32,600
	Carolyn & Gary (10)	15,100	Our Gang (4)	54,500
125	Connie M. (12)	6,700	Portugal (7)	26,300
			Pvt. Frank Kessler (4)	20,000
933	Fairweather (13)	24,100	Ranger (6)	11,700
1,125	Harold (6)	3,000	Rita (7)	38,100
1,030			Russell S. (4)	39,700
801	Irene & Walter (11)	20,100	St. Peter (10)	2,600
395	Jane Dore (9)	6,100	Theresa (5)	13,800
			Vagabond (5)	6,100
1,083	Lt. Thomas Minor (10)	12,200	William B. (10)	17,100
370	Lindy (5)	9,600		
	Lisboa (7)	9,600		



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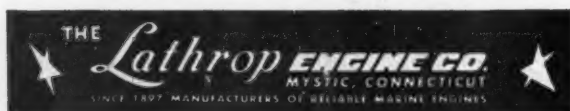
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Carmella & Lois (4)	54,700	St. Michael (2)	3,100
Challenger (5)	20,400	St. Michale (7)	16,000
Crescent (2)	12,500	Sea King (2)	54,200
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Ethelina (4)	88,900	Theresa R. (1)	113,000
Evzone (2)	60,800	Thomas D. (2)	25,000
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Madonna (1)	300	Vida E. (3)	24,700
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## Scallop Landings (Gallons)

Adele K. (2)	2,222	Empress (1)	811
Arthur Ricker (1)	44	Mary & Julia (2)	2,333
Carolyn & Priscilla (2)	1,700	Monte Carlo (2)	2,222

## NEW YORK

Felicia (1)	47,500
-------------	--------

## Scallop Landings (Gallons)

Beatrice & Ida (2)	1,825	Quest (1)	350
Casco (2)	670	Rainbow (1)	530
Catherine C. (1)	800	Reid (1)	600
Florence B. (3)	2,325	Rockaway Belle (1)	340
Gloria F. (3)	1,700	Rosalie F. (2)	1,850
Mary Ellen (1)	180	St. Rita (2)	650
Miriam A. (1)	900	Sally & Eileen (1)	520
Norseman (2)	1,500	S No. 31 (2)	1,650
		Susan (1)	750
		Whaling City (2)	1,550

## New Jersey Council Discusses Proposed Bill Banning Striped Bass Netting

New Jersey's State Fish & Game Council discussed on October 14 the proposed legislation to outlaw the netting of striped bass. Noting that the New Jersey League of Salt Water Anglers is campaigning for enactment of an anti-netting law by the 1953 Legislature, Council Chairman Frank J. Valgenti suggested that the Council take no action on the issue for the present.

Dr. A. Heaton Underhill, executive director, expressed belief that a compromise bill allowing netting of striped bass at some time during the year would be the fairest in the interests of both sportsmen and the commercial fishermen.

Although explaining that he felt unrestricted netting would probably be harmful to striped bass, Dr. Underhill contended that by the same token, forbidding all netting would be unfair to commercial fishermen and would fail to take full opportunity of a natural resource present for the harvesting.

Valgenti warned that a compromise bill would defeat the efforts of sportsmen to make the striped bass a hook and line fish only. Councilmen Campbell, Johnson and Long also expressed sentiment favoring the sportsmen's bill.

Earl E. Heide, president of the State Federation of Sportsmen's Clubs, said the seaboard committee of his group was studying the anti-netting proposal of the State League of Salt Water Anglers. He added that his personal opinion was that since it is apparently impossible to legislate the striped bass out of a net, it is necessary to take the net out of the water.

## Six Months' Landings

The cumulative total of all species landed in New Jersey during the six months ending June, 1952 was 50,019,500 lbs. Menhaden, with 28,619,900 lbs.; scup or porgy, with 2,528,100 lbs.; sea bass, with 3,320,900 lbs.; and surf clams (meats only), at 4,071,000 lbs., accounted for 77 percent of this total.

## Rhode Island Opens Portion of Kickemuit River to Quahoggers

Rhode Island's State Division of Fish and Game partially lifted its conservation ban on shellfishing in the Kickemuit River by reopening to quahog fishermen an area about 1,000 yards wide and 2,400 yards long which had been closed to all shellfishing since July 23 in a step intended to protect immature soft-shell clams until they reached the legal minimum length of an inch and a half. Edward C. Hayes, Jr., chief of the Division, said it was felt the soft clams could be given adequate protection even though quahog fishermen were permitted to work in the deeper waters. He added that the quahog fishing should be very good.

Announcing that the soft-shell clam ban would be continued through the Winter, Hayes said that in addition to the set now reaching legal size, a large new set occurred in the River last summer. These newcomers, plus the older clams, should produce a bumper harvest when the ban is finally removed, he said. Wardens will continue to patrol the area this Winter and arrest all fishermen working on the shore or in water less than five feet deep at low tide.

Although new soft-clam sets have occurred repeatedly at many points along the Rhode Island shores in recent years, the young clams in most cases have failed to mature and have finally disappeared. The Kickemuit River has been one of the most productive of these areas.

### Finds Good Oyster Set in Wickford Cove

A "bonanza" crop of oysters—the first in almost 20 years—will be harvested in Wickford Cove in 1955, according to evidences found by Walter Peck of North Kingstown, who has worked Wickford waters for 32 years. Peck said the baby oysters literally cover all the rocks, stones and shells of the three spots he visited at Mill Creek, Rabbit Island and Duck Cove.

Peck, with an eye to the commercial aspects of the crop, urged that the set be left undisturbed. He said that if the rocks bearing the small oysters were to be turned over, the set would smother and be lost. Proof of the set was exhibited by Peck on an oyster shell which carried no less than 85 baby oysters.

Oystering on a large scale disappeared in Wickford when the last remaining beds were cleaned out off Quonset Point to make way for the Naval Air Station in 1940.

### Seed Scallop Beds Being Raided

Poachers last month were lifting bushel after bushel of seed scallops from Salt Pond in defiance of State laws, according to Great Island residents. Commercial fishermen, who return the seed scallops to the water from their culling boards, fear the poachers will ruin what appears to be a bumper crop for next year.

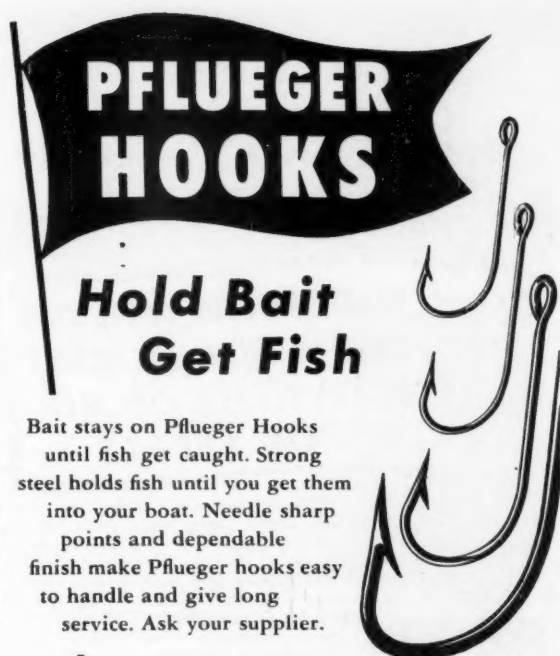
Most of the supply of legal-sized scallops has been exhausted. Seed scallops literally cover the floor of the pond in most sections, and bushel bags can be filled almost as fast as individuals can pick them.

Residents of Great Island believe that a sizable part of next year's crop will be ruined by freezing unless steps are taken to transport the seed scallops to deeper sections of the pond. They reported that the State has promised to arrange such a scallop-shift, but that no action has been forthcoming.

### Seek Remedy for Plant Odors

The State of Rhode Island is going to settle once and for all the question of smell nuisance from the Point Judith fish dehydrating plant. It has put the problem in the hands of Dr. Leslie Silverman, associate professor of industrial hygiene in Harvard's School of Public Health.

Silverman will study the fish dehydrating plant and its process of conversion of trash fish into industrial products, will recommend changes in the plant if it turns out that present methods are incorrect, and also will make a finding to support closing of the plant if that appears necessary.



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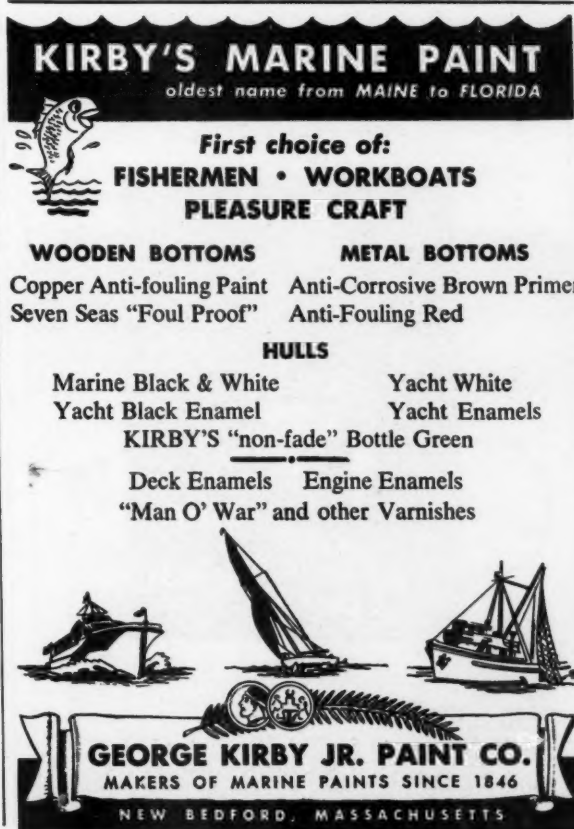
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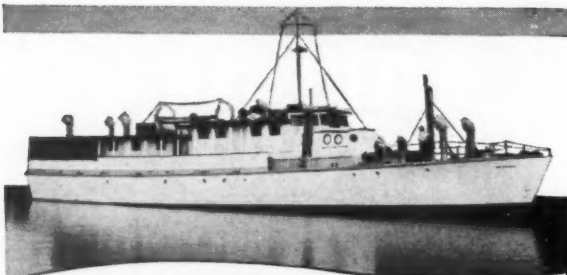
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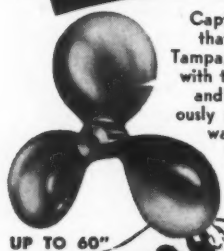
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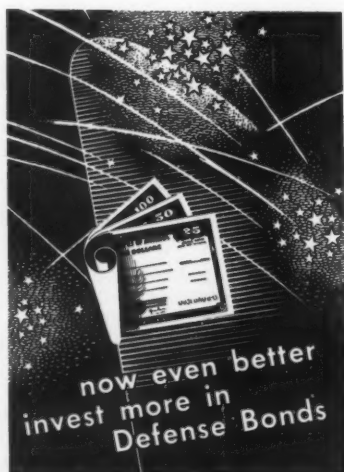
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OVER 2 YEARS IN HIGH SALT DENSITY  
AREA WITH LITTLE OR NO  
GALVANIC EFFECT —**



Captain R. J. Fearon of the Delfa Lines reports that the above 150-ton vessel, plying between Tampa, Florida and Mariel, Cuba was equipped with two 44 x 40 Michigan wheels in April, 1950; and though they have been running continuously since then, the high salt density of these waters has caused little or no galvanic effect. He also notes that other vessels have had to change propellers at least every 12 months. For economy's sake alone, you owe it to yourself to equip with Michigan propellers with the famous "K" factor that makes them last as much as three times as long as those of ordinary manganese bronze.

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GRAND RAPIDS  
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## Louisiana Asks Review of Court Decision on Non-Residents

The U. S. Supreme Court on October 13 agreed to review a decision that Louisiana's law restricting Gulf operations of non-resident fishermen is unconstitutional. The decision was given by a special three-judge U. S. District Court in New Orleans. It was appealed to the high tribunal by Ernest S. Clements, commissioner of the Louisiana Dept. of Wild Life and Fisheries.

Louisiana's law was attacked by six Alabama fishermen and eight fishermen from Mississippi. They related that Louisiana in enforcing its law had confiscated boats of non-residents and that some operators had been put in jail.

### "Oregon" Makes Sixteenth Cruise

The fishery research vessel *Oregon* made her sixteenth cruise during the period Sept. 30-Oct. 22. The principal objective of this cruise was to work in some areas near Brownsville, Texas, and off the continental shelf on the coast of Louisiana where previous shrimp work has not been carried out by the *Oregon*, and to obtain information on the composition of the catches of shrimp trawl drags, water temperatures, and other conditions during the Fall season. During travel to and from the Brownsville-Port Isabel area, deep-water drags for red shrimp were made as a secondary objective.

### Shrimp Pack Smaller

The Gulf shrimp pack from August 1 to October 8 was about 26% smaller than in the same period during the previous season. What has made the situation even tighter was the lack of a carry-over at the start of the current season, and early entrance of the Government into the market for sizable quantities.

However, the most recently reported two weeks have shown a better production than for the corresponding period last year. The pack for the week ending October 8 totaled 25,801 cases, compared with 24,508 last year; and the pack for the week before that also showed a substantial gain over last year.

### Shipyards Applies for Army Permit

The Intercoastal Shipyards, Inc., Morgan City, La., has applied for a Dept. of the Army permit to authorize construction and maintenance of a timber pile bulkhead 100 ft. long, and dredging along the channel side thereof, in the Atchafalaya River, left descending bank, about 1,900 ft. upstream from the highway bridge, in Morgan City.

### George K. Thompson

George K. Thompson, 53, of Lake Charles, Louisiana, died aboard a shrimp boat coming into Lake Pontchartrain near New Orleans on November 1.

### New Bowers Battery Distributor in Alabama

Zewen Marine Supply of Bayou La Batre, Ala., has been appointed a distributor for Bowers marine batteries. The new distributor will cover sales and service along the entire Gulf Coast of Alabama. They will carry a full stock of Bowers marine batteries in a complete range of sizes up to 1020 ampere hour capacity.

### Named Mobile Service Manager for Raytheon

Paul Geeslin has been appointed service manager for the Mobile, Ala. office of Raytheon Manufacturing Co., at 457 St. Michael Street. Mr. Geeslin has a broad background of experience in the electronic and marine electrical fields. He was formerly associated with the electrical department of the Gulf Shipbuilding Corporation at Chicasaw and more recently as an instructor for the Gulf Radio and Television School at New Orleans.



## Role of International Law

(Continued from page 14)

The essence of the proposed North Pacific treaty is that where one or more nations have engaged in the intensive scientific research of the specific coastal fishery, have subjected it to conservation regulation, and are making approximately maximum use of it upon a sustained yield basis, then, in the interest of maximum world food production and in the light of equitable and peaceful international relationships, other nations which have not participated in such research, regulation or previous exploitation should recognize these conditions and agree to restrain their nationals from participating in such fishery. This thought is not new; it was in effect expressed in our communications with Japan concerning Bristol Bay salmon, prior to the war. It is believed, however, that if this proposed treaty is ratified, it will be the first formal international agreement to embody this practical concept.

### Treaty Encourages Fisheries Conservation

Although the proposed treaty is not the simple reciprocal agreement demanded by the fishing industry—that the Japanese stay out of our coastal fisheries and we stay out of theirs—it should eliminate the major fear of the Pacific Coast fishermen as to the future of salmon, halibut and herring. Furthermore, it does prescribe a general formula for the encouragement of ocean fisheries conservation and is a practical step toward the promotion of better international relations in the North Pacific.

There were several other international fishery happenings during the year. One that aroused widespread interest but did not involve international law was the attempt, by one means or another, to curtail tuna importations from Japan and South America. Another was the unfortunate failure of the Inter-American Tropical Tuna Commission to secure an adequate appropriation for its work. This Commission might go far, if properly supported, in lessening tensions between this country and Central and South America.

The Committee on Fisheries and Territorial Waters urges that the members of the Section of International and Comparative Law of the American Bar Association, in particular, and the American Bar Association in general, should take cognizance of the importance of ocean fisheries and of the constant threat to peace if adequate attention is not constantly paid to the international problems which are involved.

The United Nations and its subsidiary organizations have placed such emphasis upon raising living standards throughout the world as essential to the promotion of the cause of peace, that fisheries as a source of increased food production have assumed unprecedented importance. The Food and Agriculture Organization has raised its estimate of the current annual world catch from forty to fifty billion pounds, and the application of newly developed fishing devices combined with increased biological and oceanographic knowledge bid fair to increase these huge catch figures.

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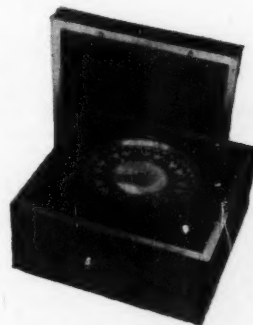
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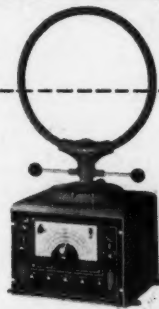
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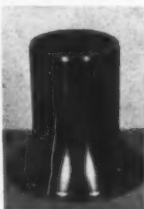
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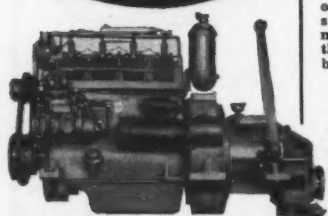
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engine suitable for work-

boats and pleasure craft.

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## Vineyard Bailings

By J. C. Allen

The end of the hot weather arrived late in October, when it got cold enough to make a skimming of ice in the draw-bucket in the early morning. Darned few people of our acquaintance enjoy the feeling of cold weather, but plenty of 'em were glad to see the change just the same.

All hands have suffered, financially, physically and no doubt spiritually, from high temperatures, especially water temperatures, but Fall fishing began to pick up as soon as the air cooled a mite.

We noticed a lift from offshore at first and this was odd in some respects. The deep-legged draggers hit more bunches of fish, as it seemed to us. Anyhow they loaded up sooner and made shorter trips and the fish were in better shape.

All through the Fall, it has been noticed that most fish were soft. Varieties that are usually hard even in mid-summer, appeared as flabby as a money-lender's handshake. And a good many varieties which are expected to bunch up were scattered all over the ocean.

Such as sea-bass and scup, which ran late and large, but scattered from hell to breakfast so that a man might have to lift and drop his anchor a dozen times during a tide in order to get a jag. Actually, some of the best scup-fishing of the season was done by drifting boats, which is not considered either progressive or practical, but saves a hell of a lot of labor.

### Striped Bass Acting Strangely

Now the significant thing that we have noticed from our long-shore berth is just this: the striped bass behaved as no such fish ever did before. For weeks the run was large and even. Plenty of 'em, but temperamental, as we have noted before.

For they wouldn't bite except on certain occasions and nobody can explain why or how-come. They just rolled and leered and acted funny. Well, then a run of small fish showed up, and after that they ran large again.

### Bluefish Coming Back

The other thing is the bluefish. There can be no doubt now but they are really coming back just as they were in the good old days. Quantities that encourage commercial fishing have been landed a number of times and the average size is getting bigger and bigger. Eight pounds and some ounces was the largest one we got the weight of, but there were plenty of five and six-pounders. And just to think, a few years ago it took maybe seventeen bluefish to make a dozen, they were so cussed juvenile! So there is a prospect of something good coming up.

Exactly what lies ahead is hard to say. If the weather doesn't cool up too soon or too much, the Fall fishing in-shore should be grand. Such few trips of tautaug as have been landed, ran mostly to big fish. The cooling of the water should make 'em bunch better and bring in the cod, which have been absent from inshore waters. As for groundfish, as we have always claimed, they are sensitive too, to warm water, in our opinion. It must be so when all hands know that pugs will circulate and spawn in water that is partly iced-over.

Shellfishing prospects interest all hands right now, and they don't shape up too good. Nearby mainland scallop beds have been opened, yielding a fair run, but the eyes were medium or smaller.

Anyhow there is plenty of seed, whatever that amounts to. Some sets of seed appear to get under way and sail to hell and gone and by the same token, scallops show up where no seed was reported the year before.

But there are some in all Island beds, and in some of them the take is expected to be good. Our own belief is that if the water doesn't cool up too much, the critters will continue to grow and they grow mighty fast.

## Canadian Report

By C. A. Dixon

### Discuss Fishery Regulations

At a meeting of Canadian Federal fishery department officials held last month at Moncton, N. B., with representatives of the fish and fish canning industries present, amendments to the regulations regarding compulsory inspection under the Meat and Canned Foods Act, as well as fish conservation, were discussed.

Regulations under the Meat and Canned Foods Act, as they pertain to the canning of lobster and the packing of lobster meat, have been under the scrutiny of the Department of Fisheries for some time with a view to making amendments to bring about more effective inspection measures. The Lobster Fishery Regulations have also been under study, and the discussions with the trade are designed to consider proposed changes which it is hoped will produce larger catches from Maritime waters and still allow a sufficient escapement to build up stocks for the future. Included in the agenda was a discussion of regulations regarding dried and pickled fish.

### Want Filleting Plant Established

Campobello fishermen and buyers have taken steps to have the Campobello Board of Trade take action regarding the establishment of a proposed fresh fish filleting plant. With the increase in the use of draggers for fishing, the marketing problem has become more serious, and the proposed filleting plant seems to be the logical answer. Many fishermen are abandoning long line fishing in favor of dragging, and in spite of the heavy expense involved in fitting up draggers, they can make more money.

### Hope for Good Lobster Season

Lobster fishermen in southern New Brunswick have been making extra preparations for the Fall lobster fishing season which begins November 15, Grand Manan taking the lead, with St. John County next in line. Fishermen are pinning their hopes on the possibility that the 1952 Fall catch will be profitable.

Fall production of lobsters in the Northumberland Strait area, from Cape Tormentine to Shediac River, dropped below that of the Fall of 1951. Lobster prices were somewhat higher this year in the area named, canners having paid as much as 26¢, while 36¢ was received for live lobsters destined for the U. S. market.

Officials say the lobster population remains about the same as in the last two years, and that no damage was done this season to lobster gear. The lobsters caught were of smaller size than those caught in the Bay of Fundy or along the Nova Scotia coast.

### Sardine Catches Dwindle

Catches of sardines in the St. Andrews Bay region, which were fairly good for several weeks, have dwindled and the outlook for the remainder of the 1952 season holds no promise that a resumption of fishing will occur.

The demand for sardines for packing, and for lobster bait and cat and dog food has been steady and prices have advanced even as high as \$25 a hoghead, due to competition. However, most of the plants are closed, with only the Connors Bros. Ltd. factory at Black's Harbor remaining open.

### Named to Fisheries Board

Louis S. Bradbury, Director of Newfoundland Fisheries for the Federal Dept. of Fisheries at Ottawa, has been appointed Chairman of the Newfoundland Fisheries Board and Chief Supervisor of Fisheries for that province. He is a former employee of the Newfoundland Fisheries Board, having served with that body from 1936 to 1949 in various capacities.



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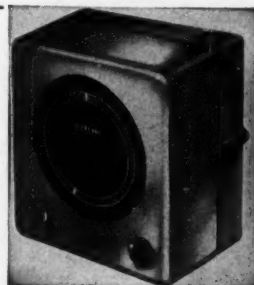
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\*Surrette Storage Battery Co., Salem, Mass.  
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\*Burmeister & Wain American Corp., 17 Battery Place, New York 4, N. Y.

Caterpillar Tractor Co., Peoria, Ill.

\*Cooper-Bessemer Corp., Mount Vernon, O.

Cummins Engine Co., Columbus, Ind.

\*Detroit Diesel Engine Division, General Motors Corp., Series 71 Marine Diesel, 13400 W. Outer Drive, Detroit 23, Michigan.

\*Enterprise Engine & Machinery Co., 18th and Florida Sts., San Francisco 10, Calif.

\*Fairbanks, Morse & Co., Chicago, Ill.

Florida Diesel Engine Sales, 332 East Bay St., Jacksonville, Fla.

Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.

\*Hallett Mfg. Co., 1601 West Florence Ave., Inglewood, Calif.

\*P&H Diesel Engine Division, Harnischfeger Corp., 100 Lake St., Port Washington, Wis.

Kermath Manufacturing Co., 5890 Commonwealth Ave., Detroit 8, Mich.

\*The Lathrop Engine Co., Mystic, Conn.

Walter H. Moreton Corp., 9 Commercial Ave., Cambridge 41, Mass.

Murphy Diesel Co., 5317 West Burnham St., Milwaukee, Wis.

\*The National Supply Co., Engine Division, Springfield, Ohio.

\*Nordberg Mfg. Co., Lincoln Bldg., 60 East 42nd St., New York 17, N. Y.

The Palmer Bros. Engine Corp., River Road, Cos Cob, Conn.

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The Palmer Bros. Engine Corp., River Road, Cos Cob, Conn.

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Louis Posner Marine Radio Equipment, Inc., 261½ Northern Ave., Boston 10, Mass.

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\*Frank L. Sample & Son, Inc., Boothbay Harbor, Me.

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American Steel & Wire Division, United States Steel Co., Rockefeller Bldg., 614 Superior Ave., Cleveland 13, Ohio

Bethlehem Steel Co., Bethlehem, Pa.

\*John A. Roebling's Sons Co., Trenton 2, N. J.

\*Wickwire Spencer Steel Division of The Colorado Fuel & Iron Corp., Palmer, Mass.

## NFI Committees Agree On Import Plan

The National Fisheries Institute's Executive Committee, at a meeting in New York on October 15, unanimously adopted the compromise groundfish fillet import plan agreed upon by the Import Committee at two earlier meetings.

The Import Committee met during August in Buffalo, N. Y., and in New York City on October 14. John A. Fulham, Fulham & Herbert, Boston, submitted a plan on behalf of the Boston producers, and R. P. Fletcher of Booth Fisheries, Chicago, presented a proposal for the distributors. A compromise between these two plans, which was offered by F. M. Bundy, Gorton-Pew Fisheries, Gloucester, finally was adopted by the Import and Executive Committees. The essential points of Mr. Fulham's proposal for limiting imports were:

1. That the same percentage that imports in 1951 bore to total consumption of groundfish fillets in that year be the basis for establishing future quotas for importations of groundfish fillets.

2. That either annual or quarterly current figures be used to keep future import quotas currently within the required limits.

3. That flexibility be introduced to meet emergency conditions or unforeseen trends to be administered by an unspecified Federal agency.

4. That the 1½¢ rate of duty be eliminated and the 2½¢ rate of duty on groundfish fillets apply to all imports.

Mr. Fulham's plan, with the following modifications, was adopted:

1. That the import quota for the 12 months ending March 31 in any year should be based on domestic consumption for the calendar year ending fifteen months prior to said March 31, which we will call the preceding calendar year.

2. That the quota for any import year ending March 31 be the higher of either of two measures: (a) the 1951 ratio as applied to the total consumption for the preceding calendar year; (b) the import quota for the preceding import fiscal year increased by 5,000,000 lbs.

3. The quota for the import year 1954 would, therefore, be the 1951 ratio applied to 1952 consumption, or the 1953 import year quota plus 5,000,000 lbs.

4. That the quota of imports from different foreign countries be divided among those countries: (a) 80% in accordance with historical exports to the United States during the calendar years 1949, 1950 and 1951 and; (b) 20% by the U. S. administering agency.

5. That the plan be adopted for a five-year period and be subject to upward or downward revision based on U. S. consumption.

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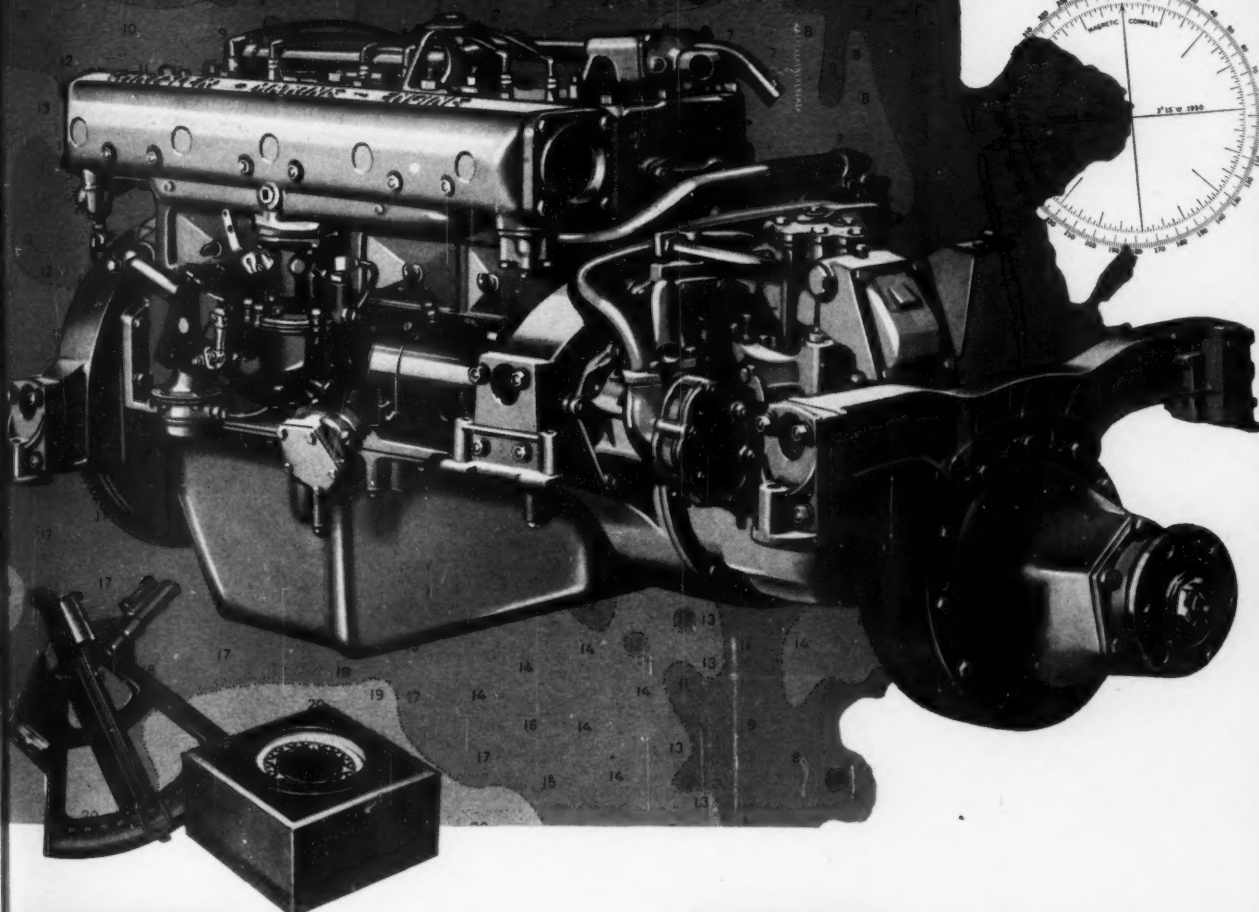
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